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THE CITY OF FULLERTON general plan



THE CITY OF FULLERTON general plan





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INTRODUCTION

PURPOSE OF THE GENERAL PLAN

The Fullerton General Plan is a compilation of a series of "elements" to describe and direct the City's physical, social, and economic growth. The overall form and content of the General Plan are established by the State's General Plan Guidelines, a primarily advisory document. All General Plan elements must be reviewed by the State Office of Planning and Research to judge compliance with the Guidelines. This latest revision to the Fullerton General Plan follows the intent of the Guidelines for content but presents information in a format that reflects the needs and interests of the community and the City organization.

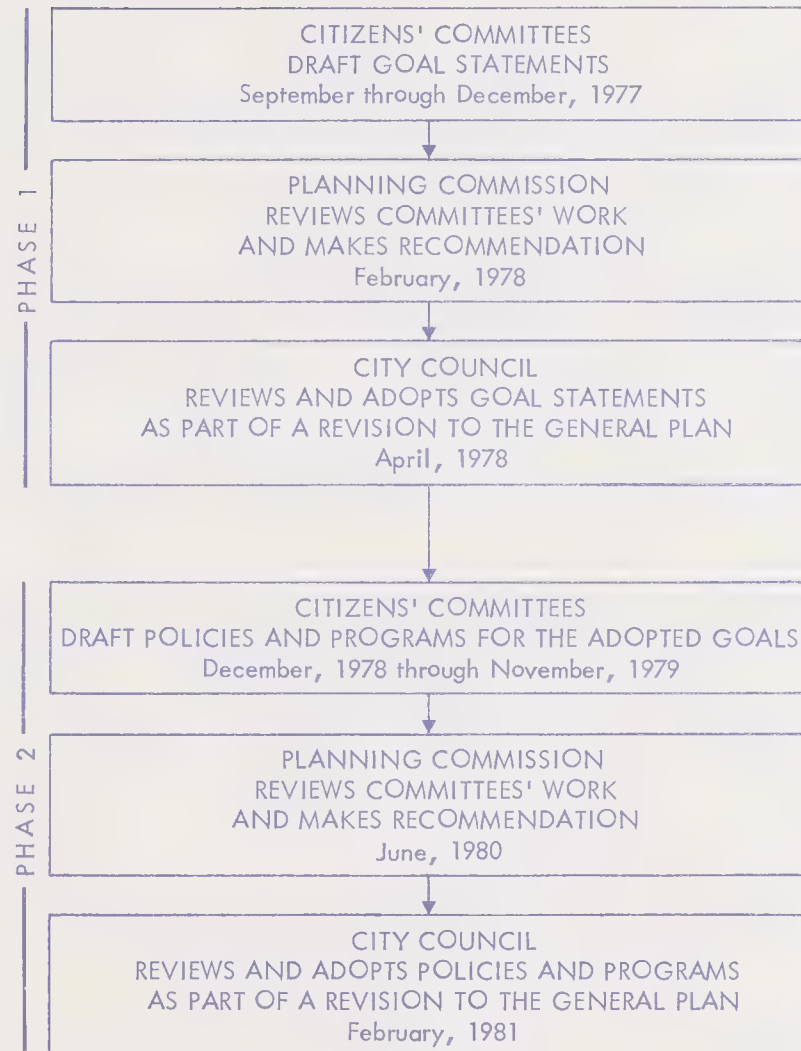
The underlying purpose of this revised General Plan is to create a usable format for decision makers—one that necessarily involves a close interface with the budgeting process. As a result of this effort, the City's Annual Budget and Capital Improvement Program are expected to more closely coincide with the General Plan format, since they have to provide the impetus (resources) to implement the various programs stated in the General Plan.

HISTORY OF THE 1980 GENERAL PLAN REVISION

Throughout a two-year time period used in the review process, citizen participation was emphasized as an essential ingredient. As a first step, the 1972 Citizens' Goals Report—a document never officially adopted by the City Council—was brought forward for revision. Citizen committees were established and met for four months between September and December, 1977. Approximately 200 persons participated in the workshops to convey the best efforts of Fullerton's residents and business community in identifying the needs and desires of the community. Goals were drafted for each of the General Plan Elements and were presented to the Planning Commission and City Council. The updated Citizens' Goals Report was adopted by the City Council in April, 1978.

The second step in the process established policies and programs which the City is to use to begin working toward accomplishment of the goals. Citizen workshops were again held for each of the elements during 1979. The culmination of this effort was presented to the Planning Commission for its review and recommendations in June, 1980. The Fullerton City Council adopted the revised General Plan in early 1981.

GENERAL PLAN REVISION PROCESS



OVERALL ASSUMPTIONS AND CONCERNS

Certain assumptions and conditions were honored in the review process and are common to all of the elements.

1. All components of the General Plan, from goals to programs, will be realistic in that each could be accomplished, given sufficient time and resources.
2. The General Plan will contain that which is desirable for the community to achieve, even though everything cannot be accomplished immediately. Thus, while financing will not be a consideration in establishing the goals which the City would like to accomplish, the specific programs to implement these commitments will be selected and emphasized in large part by the funding resources available to the City during any period of time.
3. The City's budgeting process represents the priority-setting portion of the General Plan. This assumption is based on the fact that the General Plan and the Annual Budget are interrelated and in effect complement each other.

The following broad concerns were expressed in the review process and are common to all of the elements:

1. Communication is a topic which continually presented itself as a primary factor in developing goals, policies, and programs. Constant and open communication is needed throughout the community, including within the City organization, between the City organization and the community, and among the various public which comprise the community. Some of the elements contain more specific reference to communication than others, but the subject is germane to all of them and must result from a conscious effort by all parties.
2. The subject of human relations is one of those intangible subjects that encompasses all of the various relationships in the community. Certainly communication is part of this, but it is more of an attitude than anything else—an attitude that is based on awareness, sensitivity, concern, and respect for people. The various actions of the City in accomplishing its duties, based on this General Plan, will have different effects on dif-

ferent people, so an awareness is needed to assure that the actions taken are sensitive to peoples' needs. It is understood that the City must take actions based on the overall health and well being of the community, but there should be care taken to minimize any adverse impacts resulting from the fulfillment of the General Plan.

FORMAT OF THE GENERAL PLAN

The State of California requires that each of nine elements be addressed in a city's General Plan with additional elements added at the city's discretion. In order to avoid a duplication of information from one element to another, similar topics have been consolidated in the Fullerton General Plan. The chart below shows the six new element classifications and their relationship to the state requirements.

STATE MANDATED ELEMENTS	CITY GENERAL PLAN ELEMENT CLASSIFICATIONS
Land Use	Land Use
Housing	Housing
Circulation	Circulation/Transportation (Streets and Highways; Bikeways; Recreational Trails; Public Transit; Airport)
Conservation Scenic Highway Open Space	Resource Management (Conservation of Natural and Historical Resources; Parks and Open Space; Scenic Highways; Energy and Water Conservation)
Safety Seismic Safety Noise	Community Health & Safety (Police and Fire Services; Seismic Safety; Noise Abatement; Water, Sewer, and Flood Control Systems; Air and Water Quality; Disaster Preparedness)
	Community Services (Recreational Activities; Human Services; Library)

Two documents together serve to satisfy the requirements of the General Plan Guidelines. The prime part of the General Plan consists of City goals and policies, the programs to implement the policies, and statements of purpose that may be used to assess the City's progress of accomplishment. It also contains all adopted General Plan maps and related text. A second series of documents of the General Plan comprises the background and technical information for each of the elements. Supportive in nature, this portion of the General Plan is separate in documentation to allow for a more convenient and timely update of information.

All six elements of the General Plan have equal importance; no one element is more binding or dominant than the other five. Each element offers a set of goals and policies to express the City's commitments in future actions. Programs have been established to carry out these commitments. Programs are then implemented through the funding of projects in the Capital Improvement Program (CIP) and



SIX ELEMENTS WHICH CONSTITUTE THE CITY'S GENERAL PLAN

the City's Annual Budget. Projects which are funded in the Fullerton Annual Budget represent the actual evidence that commitments are being fulfilled. Therefore, close monitoring of the Annual Budget is necessary to determine whether City actions as reflected in expenditures are consistent with City goals and policies.

The framework used to relate the City's goals to actual funded projects may be defined and exemplified as follows:

GOAL: A general statement of activity or intent to achieve a desired condition that serves as an endpoint and may be attainable.

Example: A community with maximum feasible protection from noise and seismic hazards.

POLICY: With respect to an adopted goal, an officially acknowledged statement of intent that will result in a commitment.

Example: The City will maintain noise level standards and will facilitate efforts of residents to obtain relief from excessive noise.

PURPOSE: A reason or further explanation for the policy statement, which at times may be presented in terms relative to the City's current situation or condition.

Example: Retain external noise levels in residential areas below 60 CNEL.

PROGRAM: With respect to a statement of policy, an organized set of actions, tasks or projects which, when accomplished, satisfies a purpose and upholds the commitment.

Example: Enforcement of state building code, zoning ordinances, and aircraft operating ordinance provisions.

PROJECT: A component of a program that is assigned a budget and contains the specific costs of a program.

Example: Employment of Zoning Enforcement Officer.

No conflict of goals or policies should exist among the Plan's various elements, and the implementation programs specified in each of the elements must be in conformance with and follow logically from their respective goal and policy. Similarly, all background data as well as objectives and standards cited in the General Plan should be uniform and consistently utilized throughout all of the six elements. References to other elements are noted whenever a topic is covered in more than one section of the General Plan.

INTERNAL CONSISTENCY

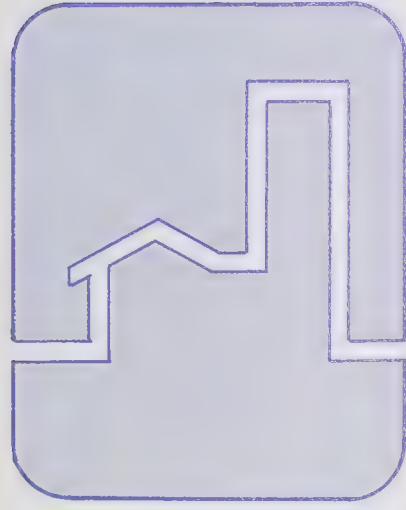
Because the General Plan is composed of a series of elements, the State of California requires the total planning document to be "an integrated internally consistent and compatible statement of policies for the adopting agency."

The revision of the entire Fullerton General Plan at one time virtually assures that the adopted document will satisfy the State's requirement for internal consistency. The City's extensive revision process stressed to participants the need to construct a General Plan free of ambiguity and contradiction. Furthermore, an integral part of the City's review through Planning Commission and City Council public hearings was the resolution of potential inconsistencies among the various elements.

It should be realized that even though policy consistency may be achieved throughout the General Plan, this will not eliminate conflict. By its very nature, the General Plan is mandated to include a variety of competing expectations, each vying for priority and attention. The result is that some form of negotiated "balance" or "trade off" must occur between elements from situation to situation and time to time. The belief that all expectations in the General Plan can be uniformly satisfied at any given period is idealistic and unreasonable.

CONCLUDING REMARKS

The product of the 1980 revised General Plan presented in six separate elements reflects the cumulative efforts of Fullerton's citizens. It is important that the wishes of the City's residents be conveyed through this document to their local government representatives. Adherence to the goals, policies, and programs should be paramount in determining the City's annual budget and capital improvement expenditures. Thus, the intent of this Fullerton General Plan will be honored to the extent that these budget documents incorporate the policies and programs contained herein.



LAND USE

NS
NG

CITY OF FULLERTON GENERAL PLAN MAP

RECREATIONAL TRAILS

- ADOPTED TRAILS**
- COUNTY DESIGNATED REGIONAL TRAIL**
(UTILIZING CITY DESIGNATED BACKBONE TRAILS)
 - BACKBONE TRAIL**
 - CONNECTOR TRAIL**

CITY BOUNDARY

NOTES

- 'a' Proposed location for future trail
- 'b' Subject to City of Brea plans



CITY OF
Fullerton

SCALE
0 400 800 1200 1600 2000 feet

ADOPTED
GENERAL PLAN
MAP

PRINTED: 2-1-83

NORTH

MASTER PLAN of RECREATIONAL TRAILS of the CIRCULATION ELEMENT

BACKGROUND

With the increase in leisure time, jogging, hiking, and horseback riding have enjoyed a considerable increase in popularity as recreational pursuits. Jogging has become a remarkable popular activity in recent years. Equestrian activities have long been a strong interest shared by hillside residents of Fullerton; estimates indicate that there are over 20,000 horses in Orange County, with approximately 1,000 in the Fullerton area.

The need for officially dedicated and marked recreational trails has become pronounced, particularly within currently established hillside neighborhoods which have experienced a slow erosion of accessibility to existing (but heretofore unofficial) recreational trails as vacant land parcels have become developed. To fulfill the demand for off-road trails, the City continues to support a policy that directs the development of recreational trails primarily in those areas where horses are permitted to be kept and boarded.

The advantages of establishing a network of off-road trails—in addition to offering the opportunity for recreational jogging, hiking and horseback riding—include its low maintenance as a public land use, its natural preservation of terrain and ground surface, and its guarantee of perpetual open space. This type of public open space provides an aesthetically pleasing physical relief from urban development, while it serves as a circulation network for recreational activities in the community.

CLASSIFICATION OF RECREATIONAL TRAILS

The off-road recreational trail network may be depicted as having four types of trails: regional, backbone, connector, and feeder.

1. Regional Trails

In a network of recreational trails, the regional trail is the highest level. As the name implies, these trails are regional in scope and significance and, consequently, may be designated as part of the County's official Master Plan of Riding and Hiking Trails. In the Fullerton vicinity, one regional trail has been so designated. It provides the connection to tie the City's network of recreational trails with those situated in Carban Canyon Regional Park and the City of Yorba Linda.

2. Backbone Trails

Backbone trails are off-road local trails provided for users throughout the City. These trails generally traverse the City in extended north-south and east-west directions and/or provide a major loop in the network. As an officially designated part of the major network, the acquisition and/or easement rights to use the trails will rest with the City.

3. Connector Trails

Connector trails are localized trails which provide access within given neighborhoods to backbone trails; they are a combination of on-road and off-road facilities. The responsibility of maintaining these trails is shared by the City and the residents adjacent to the trail.

4. Feeder Trails

A feeder trail is very short in length and is intended to only allow adjacent properties access to connector or backbone trails. Feeder trails are typically constructed through private property, and the landowner will usually possess all rights and responsibilities of the trail. Feeder trails are not depicted on the Master Plan of Recreational Trails.

DESIGN AND LOCATION

The design and location of recreational trails are dictated more or less by geometrics which will accommodate equestrian activities. A typical trail section is illustrated in the figure below. Fairly uniform throughout Orange County, the recommended standards consist of the following:

Minimum trail width:	12 feet within a 15-foot right-of-way for a backbone trail; 10 feet for connector trails; and 6 feet for feeder trails.
Minimum trail tread:	4 feet wide for a feeder trail, but at least 6 feet when adjacent to a residential street as part of a collector trail.
Maximum trail grade:	10% as a rule; 15% for a section one mile in length or less; 20% for a section under 500 feet in length.
Minimum ramp width:	10 feet.
Maximum ramp grade:	10% into flood control channels or in connection with overpass or underpass designs.
Horizontal clearance:	10 feet.
Vertical clearance:	12 feet.

In addition to these design standards, barriers should be provided to discourage use by motorized vehicles. Street crossings should be roughened for safe crossing and marked with appropriate striping and signing. Slopes that tend to erode should be "herringboned" with five-inch diameter saplings or a like material.

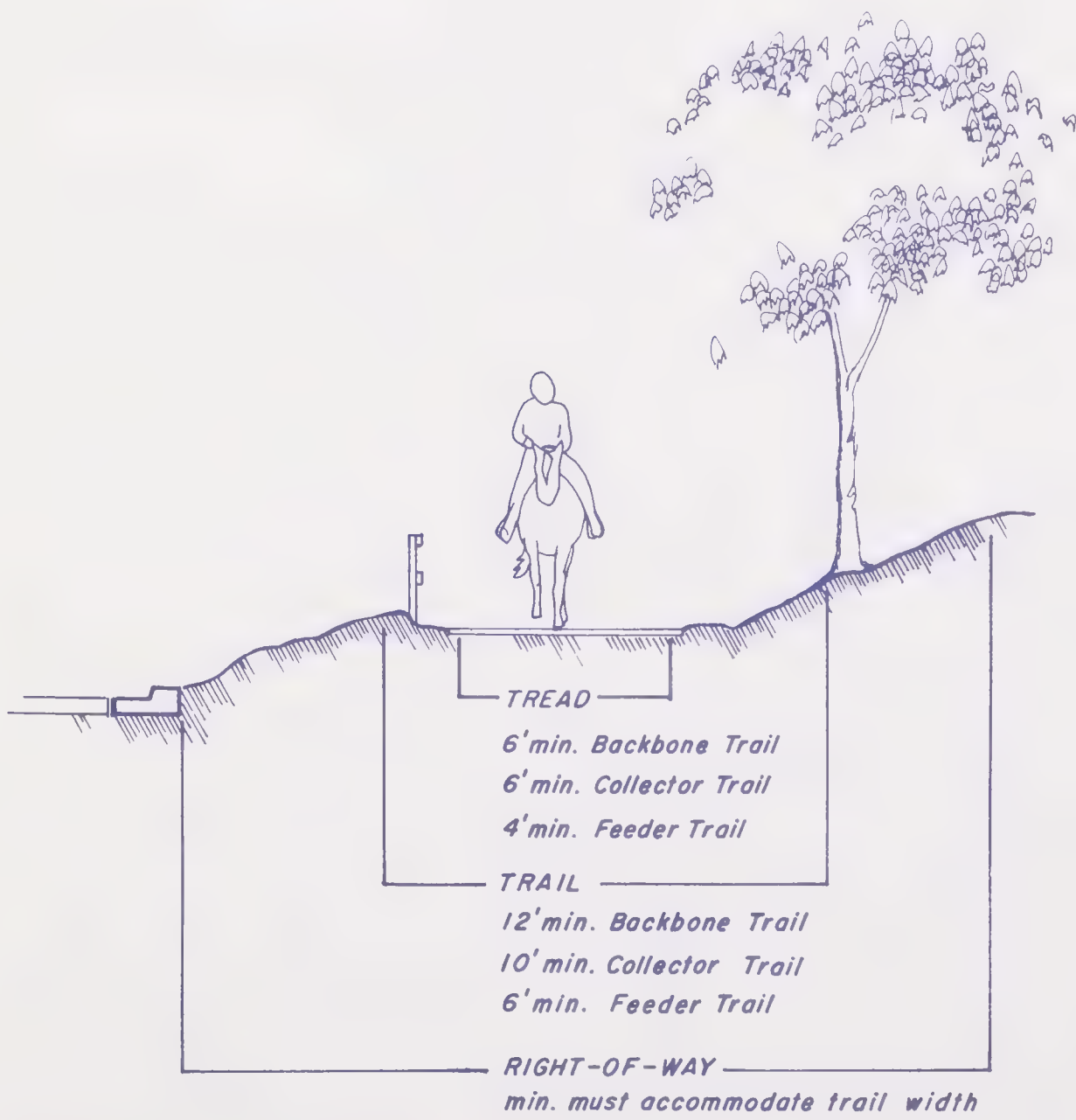
The surface of the trail should be natural, preferably a soil base with eucalyptus or bean pod mulch for dust control. Fencing that may be required for safety and physical separation should be a minimum of three feet in height. A combination of fencing and shrubbery may be desirable to separate and buffer recreational trails from private property, bike paths, and/or motorized traffic.

DESCRIPTION OF THE ADOPTED NETWORK OF RECREATIONAL TRAILS

The Fullerton Master Plan of Recreational Trails is a self-contained network, designed to serve two uses: transportation and recreation. The network is developed throughout the hillside areas of Fullerton, located in the northern half of the City. Most trails are intended to be independent, off-road paths to provide safe foot and equestrian travel for all residents of the community.

The network is designed to connect areas of natural or scenic value such as regional and community parks, vistas, and undevelopable hillside lands. Backbone trails are the basic links in the City's network. The intent of these trails is to provide hikers, joggers, and equestrians with off-road facilities that connect Los Coyotes Regional Park, as well as neighborhoods in the West Coyote Hills and Sunny Hills areas, to Craig Regional Park and neighborhoods in the East Coyote Hills area. Secondly, the backbone trails unite the City with the regional network that has been adopted by the County of Orange. The County-designated "Fullerton Trail" has been established by utilizing segments of various backbone trails in the City's network which are either in-place or will be constructed in conjunction with future residential development.

Access to the backbone network has been provided throughout the northern hillside area of the City with connector trails. These are either designated off-road trails or along certain streets where the right-of-way can reasonably accommodate horseback riding with other modes of movement.



TYPICAL RECREATIONAL TRAIL CROSS SECTION

OTHER FEATURES

1. Joint Use of Trails

Debate may arise on whether some recreational trails should also be designated as part of the bicycle path system. This may appear resourceful, but consideration must be given to conflicts which may arise under such a condition. Bicycles must have hard-surfaced paths, whereas jogging, hiking, and horseback riding activities are best on natural ground surfaces. Rather than sharing the same trail, it seems to be more practical and acceptable to share a right-of-way but to physically, and sometimes visually, separate the two types of networks. A joint use of trails is most compatible along side a street right-of-way and where grades are not irregular; but aesthetic considerations, terrain and natural vegetation will make some existing recreational trails unsuitable to accommodate hard-surfaced bicycle paths.

2. Signing and Crossing Design

Trail crossings of local residential streets should also be marked with appropriate signage, striping and roughened surfaces. Wherever possible, crossings at arterial highways should be limited to signalized intersections. Under grade tunnels should be constructed at key trail crossings where signalization is not feasible.

An underpass already exists at the Euclid Street/Bastanchury Road intersection; it is maintained through a joint effort by the City and local equestrian interests. A similar crossing is also in place under Bastanchury Road east of Harbor Boulevard. Another key crossing point under Harbor Boulevard may be possible by utilizing the Union Pacific Railroad right-of-way if permission is given by the railroad.

Signs denoting official trail names and length should be located at all points where connector trails meet backbone trails and at the end points of backbone trails.

3. Equestrian Facilities

Laguna Lake Park has an equestrian center for horse training, shows, clinics and play days. The land and restroom facilities are owned and maintained by the City of Fullerton; the other two buildings, bleachers, and rings are owned and maintained by the Fullerton Recreational Riders. The City additionally owns the land along Bastanchury Road between Euclid Street and Malvern Avenue that could be utilized to operate a stabling facility to enable more local residents to quarter their horses within Fullerton. With the future development of the remaining hillside areas, it may be desirable to have similar types of facilities, in the northeastern section of Fullerton; however, the City's principal concern is likely to be the placement of recreational trails to ensure a linkage from one facility to another but not the development of specialized equestrian facilities themselves.

CITY OF FULLERTON GENERAL PLAN MAP

LAND USE

RESIDENTIAL DESIGNATIONS

- LOW DENSITY**
Up to 6 d.u./ac.
- LOW-MEDIUM DENSITY**
Up to 15 d.u./ac.
- MEDIUM DENSITY**
Up to 28 d.u./ac.
- HIGH DENSITY**
Unlimited
- GREENBELT CONCEPT**
Up to 3 d.u./ac.

COMMERCIAL DESIGNATIONS

- COMMERCIAL**
- OFFICE SPACE**

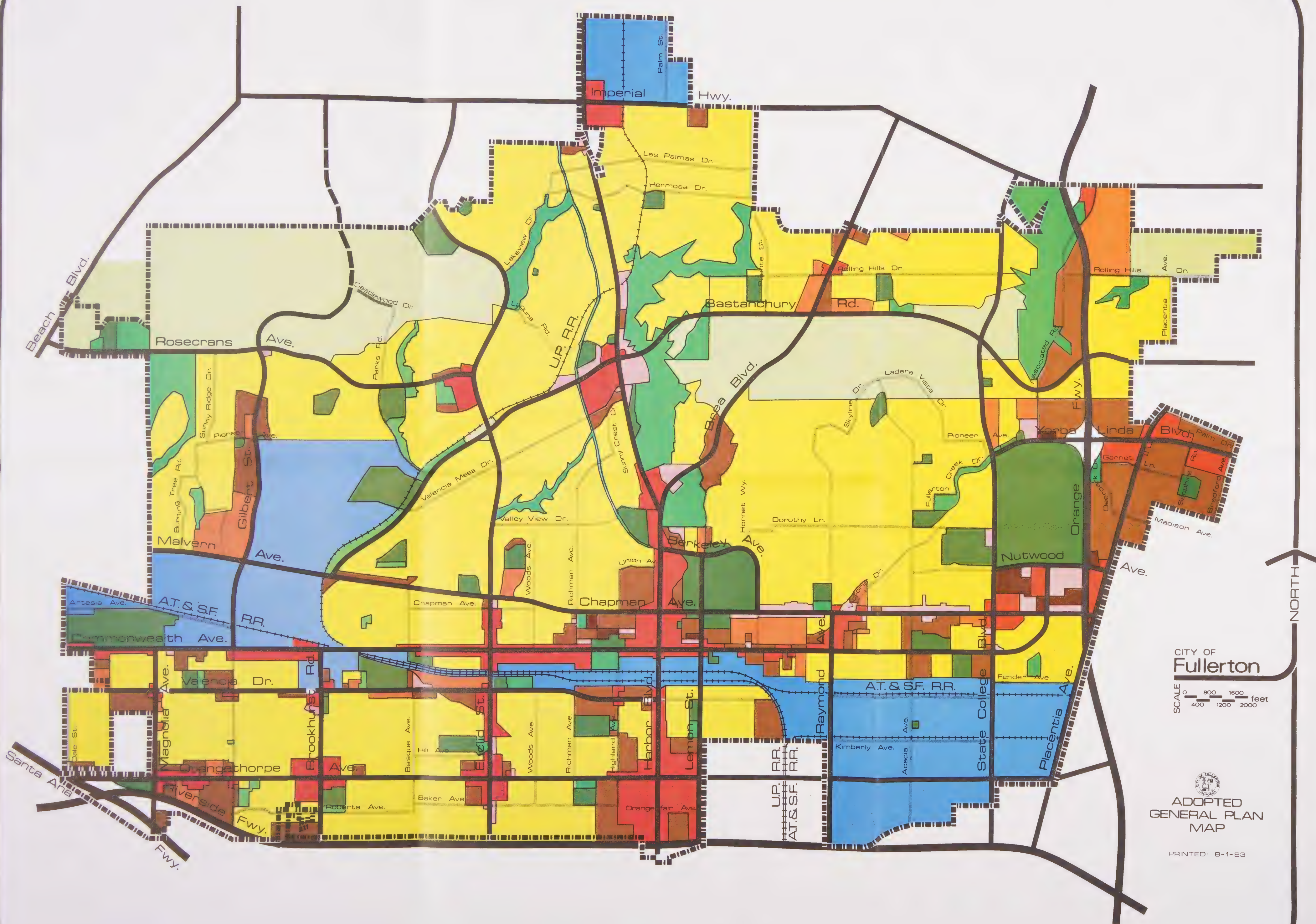
INDUSTRIAL DESIGNATION

- INDUSTRIAL**

PUBLIC LAND DESIGNATIONS

- SCHOOLS & COMMUNITY FACILITIES**
- RECREATIONAL & PARK LANDS**

CITY BOUNDARY



THE LAND USE ELEMENT of the GENERAL PLAN

Property developed within an urban/suburban community like Fullerton may be classified into six general types of land use activities: industrial, commercial, institutional, residential, open space, and circulation/public utility. The 14,189 acres (22.2 square miles) which presently comprise the City of Fullerton are distributed among these six types of land uses in the breakdown shown on the right. Acreage within each type of land use is split into the ten land use designations, described below, which define the Land Use Element of the City's General Plan. Accordingly, the breakdown represents a distribution of some point in time when vacant or unimproved property is non-existent in the City, and all land has either been privately developed or publicly acquired for one of the six types of land use activities.

Eventually, the City is due to annex another 111 acres of unincorporated County land within its sphere of influence. Most of this acreage will likely have a residential designation as part of the City's Land Use Element.

INDUSTRIAL

The Land Use Map designates three identifiable areas in the City for industrial activities: 1) the Southeast Industrial Area, 545 acres; 2) the Airport Industrial Area, 639 acres; and 3) the Northern Industrial Area, 147 acres. In addition, there are 107 acres along the central portion of the Santa Fe Railroad corridor that is designated for industrial activities.

LAND USE DESIGNATION	ACRES	% OF TOTAL CITY
Industrial	1,533	
TOTAL INDUSTRIAL	1,533	10.8

COMMERCIAL

The Land Use Map establishes twelve community and neighborhood shopping centers throughout the City. The Central Business District represents a special commercial/office center which is to convey the City's image and community heart. The designation of 106 acres for commercial uses at Harbor Boulevard and Orangehope Avenue represents the largest activity center in the City.

The Land Use Map designates major office development within two centers: the intersection of Harbor and Brea Boulevards and the area directly south of California State University-Fullerton. Less intensive office-professional development is encouraged elsewhere; various locations throughout the City have an Office Space designation, yet all are situated along a major highway and usually near local commercial centers.

LAND USE DESIGNATION	ACRES	% OF TOTAL CITY
Commercial	600	
Office Space	93	
Greenbelt Concept Area: Commercial or Office Space	19	
TOTAL COMMERCIAL	712	5.0

DISTRIBUTION OF LAND USE ACTIVITIES

INSTITUTIONAL

The Land Use Map shows all parcels of land presently having a public institutional use within the Schools and Community Facilities designation. Most private institutional uses, such as churches, hospitals, residential/health care facilities and educational centers have either a Low Density Residential designation or an Office Space designation. As residents' needs and priorities change in the years ahead, the community's public and private institutional facilities will likewise change in both kind and size.

LAND USE DESIGNATION	ACRES	% OF TOTAL CITY
Schools and Community Facilities	782	
Low Density Residential	136	
Low Medium Density Residential	12	
Medium Density Residential	22	
High Density Residential	3	
Office Space	8	
Commercial	8	
TOTAL INSTITUTIONAL	1,010	7.1

RESIDENTIAL

The Land Use Map designates both single-family and multi-family residential areas to achieve a good mix and diversity of housing. At the same time, the majority of land within the Greenbelt Concept Area is to be developed with a mixture of housing types, specified by residential areas permitting low to medium density projects. Residential land use designations translate into housing densities that allow over 44,000 dwelling units and accommodate a population between 115,000 and 125,000 persons upon the City's full development.

LAND USE DESIGNATION	ACRES	% OF TOTAL CITY
Low Density Residential	4,615	
Low-Medium Density Residential	318	
Medium Density Residential	882	
High Density Residential	34	
Greenbelt Concept Area:		
Low Density Residential	612	
Low-Medium Density Residential	181	
Medium Density Residential	26	
TOTAL RESIDENTIAL	6,668	47.0

OPEN SPACE

The Land Use Map designates a series of public neighborhood parks dispersed throughout the City. Additionally, greenbelt areas, special community parks and regional recreational facilities are also designated. All existing public parks and most private open space uses, including two golf courses and a tennis club, have a Recreation and Park Land designation. The Greenbelt Concept Area, representing over 1,600 acres of land in the East and West Coyote Hills, is planned to preserve about 28% of the land as some form of open space use.

LAND USE DESIGNATION	ACRES	% OF TOTAL CITY
Recreation and Park Land	762	
Greenbelt Concept Area: Recreation and Park Land	541	
TOTAL OPEN SPACE	1,303	9.2

PUBLIC UTILITY/CIRCULATION

Property developed as part of a public utility is represented within two land use designations. The Land Use Map shows the public land developed as reservoirs for the City's water storage and distribution system within the Schools and Community Facilities designation. An electrical power transfer station site on two acres having a Low Medium Density Residential designation.

The land used for circulation, as rights-of-way for railroads, free-ways, public or private streets and alleys, and for flood control channels, carries no land use designation. These land uses will increase as unimproved property develops in the future, but its proportion will always represent about 20% of the City's total acreage that has developed for an urban/suburban activity.

LAND USE DESIGNATION	ACRES	% OF TOTAL CITY
Schools and Community Facilities	46	
Low Medium Density Residential	2	
NON-DESIGNATED LAND USES		
Railroad Rights-of-Way	126	
Freeway Rights-of-Way	219	
Public Streets and Alleys	2,309	
Private Streets	24	
Flood Control Channels	80	
Greenbelt Concept Area: Public or Private Streets	157	
TOTAL PUBLIC UTILITY/CIRCULATION	2,963	20.9

DESCRIPTION OF LAND USE DESIGNATIONS

INTRODUCTION

The General Plan Land Use Map graphically represents the distribution and location in Fullerton of various kinds of land uses; the map reflects how the City wishes or envisions its land to be utilized at some future point in time. Fullerton has established ten land use designations to direct ultimate development within its jurisdiction. The following paragraphs on each land use designation describe the types of activities inherently compatible within its designation as well as the factors influencing the placement of the designation in the City.

INDUSTRIAL DESIGNATION

The industrial designation accommodates manufacturing activities, wholesale operations, storage and warehousing facilities, research and testing laboratories, and various activities normally not permitted in other designations.

Over the years Fullerton has been fortunate in attracting desirable industrial development. While creating a healthy employment base, such development is part of a workable pattern of land uses. Industry has continued to locate in Fullerton as a result of a number of positive factors including the availability of a diverse labor pool, a strong transportation network, educational and cultural facilities, quality public services, and a mixture of residential neighborhoods.

In specifying an industrial designation of the Land Use Element, a consideration must be given to many conditions including:

1. Physical land characteristics, such as topography and soil type;
2. Availability of adequate transit networks, public facilities and services;
3. The location and nature of existing industrial development;
4. Present and projected surrounding land uses;
5. Economic indicators such as the absorption rate of industrially zoned land.

COMMERCIAL DESIGNATION

The commercial designation applies to areas planned for general shopping, entertainment activities, and personal services (various retail businesses, theatres, hotels, banks, etc.), as well as highway oriented commerce (restaurants, gas stations, automobile repair and service).

The commercial designation is placed on land areas based on the need to satisfy local and regional market demands, its accessibility by the use of available transportation systems, and the parcel's relationship to adjacent land uses. Commercial areas for trade and services requiring daily trips are generally small, numerous and located close to the demand of the neighborhood. Regional centers serve a much larger population by providing commercial activities not needed on a regular basis. Their location is primarily determined by major transportation routes which allow easy access by both consumers and suppliers.

OFFICE SPACE DESIGNATION

The office space designation is applied to areas which can reasonably accommodate office facilities for "quiet" services such as legal, insurance, real estate, architectural, engineering and medical-dental offices. This type of land use activity is not dependent upon motor vehicle or pedestrian traffic for their success; however, they require a location that is convenient and accessible to clients.

Office space areas often serve as a good transition or buffer activity between residential properties and intense land uses such as commercial developments, large institutions, or major arterial highways. Sufficient office space is a major determinant of a community's economic growth prospects. In addition to providing employment opportunities and locations close to city residents, the expansion of this activity frequently serves to strengthen existing retail trade and boosts property values.

PUBLIC LAND DESIGNATIONS

A Public Land designation applies to all properties other than public rights-of-way which are planned for a use or activity that is intended to benefit the general public. Land within this designation is improved to satisfy the community need for adequate educational facilities, open space and recreational facilities and municipal service facilities. Such property accounts for approximately 365 acres within Fullerton, divided into two designations of public lands as follows:

1. **SCHOOLS AND COMMUNITY FACILITIES:** These are properties which the City wishes to devote to sites for public education (elementary schools, junior and senior high schools, and colleges) under the jurisdiction of the various school districts as well as properties providing facilities necessary or desired for the public's health, safety and welfare (police and fire stations, reservoirs, libraries, community centers, and the City Hall/Basque Ward buildings), owned either by the City or County government.

The locational considerations of these properties vary depending on their function. A single unit facility like the Police Station and City Hall needs to be centrally situated for the community's residents and be easily accessible for the public to conduct municipal business. On the other hand, multiple unit facilities, each designed to serve only a section of the total community, should be dispersed throughout the City in an efficient and equitable pattern.

2. **RECREATION AND PARKS LAND:** These are properties which the City wishes to devote to recreational facilities or visual and usable open space areas (parks, vista points, golf courses, flood control basins), owned either by a public agency or a private party.

Ideally, open space lands should be evenly distributed within the community; due to physical features however, this composition is rarely realized. Some natural land formations and terrain are highly valued, desired or required as public open space properties; such properties will be more apparent in one part of a community than another. The development of a system of neighborhood parks, on the other hand, should allocate more equally usable open space throughout the many residential areas of the City.

RESIDENTIAL DESIGNATIONS

The residential designations allocated to land in the City reflect principles of orderly growth, and its amount and diversity are in direct relation to the other land use designations; that is, residential development should accommodate sufficient populations to complement and support industrial, commercial, and office space land uses.

The Land Use Map defines five residential designations, each with permitted development types and densities. There is an important aspect with respect to residential areas not apparent in other land use designations. Due to the nature of a general plan, residential designations on the accompanying Land Use Map cover general areas. Within these areas, the indicated residential designations may be considered to be dictating the use over the long term; however, in the cases of the higher density designations, lower density residential uses may also be permitted for the shorter term. Similarly, a small convenience commercial center may be an integral component of a neighborhood with a residential designation. Since such an activity is small in relation to the total residential area, the use is considered to be consistent with the overall residential designation. This approach to residential areas may be especially pertinent when it is recognized as part of a neighborhood rehabilitation program with demonstrated community support. Given this common feature, each of the five residential designations are further defined below.

1. **LOW DENSITY:** Neighborhoods of single family lots and Planned Residential Developments to a maximum of six units per acre. The Land Use Map shows approximately 4,600 acres devoted to this residential category.

2. **LOW/MEDIUM DENSITY:** Neighborhoods which may comprise multi-attached dwellings and Planned Residential Developments to a maximum density of 15 units per acre. The Land Use Map allocates approximately 300 acres to this residential category. The intent is to provide for duplexes, townhouses, and condominium developments with a variety of densities and living arrangements.

The Low and Low/Medium Density residential designations also allow private schools and day nurseries, churches, and neighborhood convenience commercial centers.

3. **MEDIUM DENSITY:** Neighborhoods which may comprise multi-unit, attached residential developments to a maximum density of 28 units per acre. These residential areas may presently consist of low density residential dwellings, but are suitable locations for duplexes; garden apartments; limited density multi-family, attached developments; neighborhood churches; and neighborhood convenience centers.

This residential designation is commonly placed on land which is adjacent to commercial areas, schools, parks, and office facilities and also has convenient access to arterial streets or freeways. One of the areas with medium density designation is a transitional area along both sides of Harbor Boulevard adjacent to the Central Business District. This area has been shown as medium density to accommodate the older population desiring to reside within central Fullerton. This population is expected to continue to require moderately priced apartments in close proximity to the services and facilities available in the downtown area. Although generally shown as medium density, this transitional area may include some high density residential development as the need for such dwellings is demonstrated.

4. **HIGH DENSITY:** A designation for specific sites which possess suitable locations and infrastructure to accommodate multi-attached residential developments over 28 units per acre. However, the high density designation allows either medium or high density developments. The Land Use Map shows two areas with this designation: one near California State University Fullerton campus for student housing and the other in the central portion of the City for senior citizen housing.
5. **GREENBELT CONCEPT:** A special designation applied to hill-side oil producing lands situated in the East and West Coyote Hills. The Land Use Map designates approximately 1,600 acres within the Greenbelt Concept. The intent of this designation is to preserve, to the greatest extent feasible, the natural topography while creating a living environment which best serves the needs of its residents.

The Master-Specific Plans which will dictate the kinds and placement of land use in the Greenbelt designation require residential areas to have private greenbelt common areas and some private recreational facilities. In addition to residential developments and the requisite parks, schools, and the other public and semi-public uses, the Greenbelt area also permits neighborhood commercial facilities. These establishments are limited, however, to only those facilities which directly relate and serve residential development as it occurs in the Greenbelt areas.

The Greenbelt Concept encourages the clustering of single family homes, townhouses, and apartments, leaving land available for passive and active open space, but may allow some areas of more standard development. At the same time, greenbelts should be created to connect residential development with other activities in the area (i.e. schools, parks, and commercial centers).

Rather than setting maximum densities for particular parcels of land, an overall average residential density of three units per gross acre is established within the Greenbelt Concept area. Thus, through the use of density averaging, a portion of one parcel might be developed at a higher density while the remainder could either be permanently left vacant or developed at a lower density. This averaging method is meant to encourage a variety of densities and types of units, to provide interesting development and community open space, and to help preserve the natural environment.

Because the Greenbelt Concept represents such an important and complex designation, its various land use components are described in more detail on the right.

INTRODUCTION

For those two remaining major areas of undeveloped land in Fullerton, namely the East and West Coyote Hills, a special concept is warranted which will guide future development so as to result in the use of the land which will respect and repair the terrain, preserve areas of significant value, and produce a style of development somewhat unique from that found in surrounding areas.

Additionally, piecemeal planning should be avoided in these areas, where land may be released incrementally during a 30+ year period. The Greenbelt Concept can provide the direction and design parameters to assure consistent and compatible use of the land, with specific proposals being judged as the land no longer needed for oil production is released for development.

The Coyote Hills are generally areas of varying terrain, ranging from gently rolling to steep-faced cliffs. A significant portion of the area has been severely altered during many years of oil production, but this land contains the highest points in Fullerton and affords impressive vistas of all surrounding areas from the mountains to the ocean. Thus, it is in the best interests of the City to require the preservation of these natural assets while providing for logical future uses for the land. The goals of the City are to preserve a series of vista areas, including the highest points in the west (607 feet) and east (534 feet), along with significant amounts of other open spaces for uses such as picnicking, nature study, riding, hiking, and biking trails, natural areas, and development of a type and nature that will contribute to the City's tax base and provide for a variety of housing types and styles.

SPECIFIC PLANS AND SITE PLAN REVIEW

Master-Specific Plans have been adopted for both the East and West Coyote Hills that will graphically display the specific conditions for each area's development and serve to implement this portion of the Land Use Element. The development of land in the Greenbelt Concept designation will follow the stated or implied objectives and graphic maps and sketches of these Master-Specific Plans.

All proposed development of the hill-sides shall be approved by concept plan or site plan review. Site Plan review will determine conformity of all plans with the General Plan concept and specific codes written for concept implementation.

Specifics of site plan review should include conceptual grading plans; street layout and scenic corridors; greenbelt connections (projected possible system); and conceptual location and relationship of structures.

RESIDENTIAL DESIGN CONCEPT

Residential development is to be designed in such a way as to limit the amount of grading required, to employ contour grading where grading is necessary, to be unobtrusive as viewed from the open spaces and surrounding areas, and to contain those amenities which contribute to a feeling of open space. Such amenities could include large lots, small lots with large common areas, low densities, open recreational areas, internal greenbelts and trails, and other similar aesthetic treatments.

A variety of housing types and styles would be accomplished by use of the following categories of residential development:

1. Single Family Greenbelt

This category includes developments which are basically single family detached homes on individual lots of varying sizes. Also varying is the amount of internal open space in the form of greenbelts, trails, or common facilities. Some or all of the trails and greenbelts within this type of development could be publicly owned, but all common facilities, such as play areas or swimming pools, would be privately owned. Those developments with the larger lot sizes usually will contain the least common, greenbelt, and trail areas and may be considered as satisfying the basic requirements of this Element. Smaller lot sizes allow for larger common open areas, greenbelts or trails and thus also meet the General Plan requirements. Requirement for common areas can be waived under certain circumstances where compensating amenities are provided. Such cases will be determined on an individual basis.

2. Detached Cluster

Included in this category are single family developments arranged in clusters of detached units. These can take the form of patio homes or single family homes or a variety of other innovative cluster designs. The limiting factor is that all Category 2 developments must have reasonable amounts of privately owned and maintained open space and recreational areas. Usually, this development type is found in slope areas because the clustering concept minimizes total grading efforts.

3. Attached Clusters

The greatest variety of housing types can be found in this category, because it includes all clusters of attached units. These units can be garden apartments, condominiums or townhouses, and density varies greatly depending on the specific unit type.

The average overall gross density shall not exceed three units per acre for the total property, but standard individual projects may contain greater densities as long as the overall three units per acre remains the guiding limit. This will further assure a basic openness while permitting a variety of housing types.

Provision for low and/or moderate income housing is encouraged, and increased densities would be permitted for such developments.

PUBLIC DESIGN CONCEPT

It is hoped that sufficient open space can be retained in the Coyote Hills so that these areas can become a significant factor in the regional setting. These hills contain enough land of varying topography to provide the varieties of recreational and open space uses and activities sought after by Fullerton residents as well as those residents of surrounding communities. This document can set out the desirable locations and uses, but there must be a concerted effort on the part of the City to actually implement these ideas. Sources of funds and/or other means of acquisition must be found, so that the City can move ahead with the concept.

Circulation

To the greatest extent possible, arterial and collector roads shown on the Greenbelt Concept Plans shall be designed as scenic corridors, to include the minimum amount of paving surface to handle the traffic, while providing abundant landscaping in the form of medians and scenic backdrops, and also including recreational trails.

Equestrian, hiking, and bike trails shall be incorporated throughout to connect to open spaces and existing trail networks and to provide circulation within and between development areas.

Nature Center

A use of this type does not exist in Fullerton and could serve as a useful and educational function for the general public as well as for secondary and college level classes. A location for a nature center is indicated on the West Coyote Hills Master-Specific Plan Map.

Vista Parks

A series of vista points designed as parks or picnic areas could incorporate all of the major high points in the East and West Coyote Hills and create an impressive system, connected by trails and scenic corridors.

Miscellaneous Uses

Uses such as picnic areas, scenic viewpoints, camping areas, or wilderness preserves could be located in any number of places in the hills. Details of locations would depend on City desires as property is obtained. An open reservoir is a possibility for open space irrigation and water recreation.

Private Uses

It is conceivable that some open space uses will be privately operated in order for the City to be able to accomplish its desires for preserving the assets of the hills. Any such uses would have to have strict controls on improvement and maintenance. Such uses as golf courses, equestrian centers, nurseries, theme restaurants, campgrounds, or tennis and handball clubs are possible candidates for inclusion in open space and recreational planning.

GOAL 1

A DEVELOPMENT PATTERN AND ULTIMATE POPULATION WHICH ARE THE RESULTS OF DECISIONS INVOLVING CAREFUL CONSIDERATION OF THE ENVIRONMENT, SOCIAL CONCERNS, EXISTING CITY CHARACTER, AND SOUND ECONOMIC AND CONSERVATION PLANNING.

POLICIES

- A. The City will provide a clear public guide to the land use decision process.
- B. The City will encourage neighborhood and community involvement in the land use decision-making process.
- C. The City will work closely with Federal, State, and regional agencies to ensure that the City's interests are considered.
- D. The City will notify neighboring jurisdictions of any actions which may directly affect their residents.
- E. The City will accommodate population growth to the extent that the community's health, safety, and welfare are maintained, as compatible with the City's existing character.

(See the Community Health and Safety Element for related policies.)

PURPOSE

- 1. Update or revise periodically the Land Use Element.
- 2. Document all land use decision-making procedures and standards.
- 1. Obtain community input in planning decisions.
- 1. Obtain community input in planning decisions.
- 1. Increase open communications between jurisdictions.
- 1. Accommodate between 115,000 and 125,000 people of all ages and socio-economic characteristics upon full development.

PROGRAMS

- a. Periodic review of the Land Use Element.
- b. Identification and documentation of noncodified standards used to evaluate discretionary projects.
- c. Development and distribution of public information brochures.
- d. Presentations to citizen groups and school workshops as requested.
- a. Neighborhood and community meetings.
- b. Continuation of announcement in local newspapers of Planning Commission agenda items.
- a. Participation in appropriate municipal associations and organizations.
- b. Staff review and comment on issues under consideration by Federal, State or regional agencies which are likely to affect Fullerton.
- a. Execution of standard notification procedures to items that may affect neighboring jurisdictions.
- a. Revision of zoning designations and site development standards as necessary to protect public health, safety, and welfare.

(See the Community Health and Safety Element for related programs.)

POLICIES

F. The City will consider all General Plan goals and policies, including those in other elements that relate to land use, in the evaluation of proposed development projects.

G. The City will regulate land development in areas where known or suspected fire, flood, earthquake, or other hazards exist, in order to minimize personal injuries and property damage.

(See the Community Health and Safety Element for related policies.)

H. The City will protect the natural landscape, topography, drainage ways and recharge basins to the greatest extent possible when vacant land is developed.

(See the Resource Management Element for related policies.)

PURPOSE

1. Assure consistency between all new developments and the General Plan.
2. Attain consistency between the General Plan and Zoning Ordinance.
3. Attain consistency between the General Plan and all City Ordinances other than Zoning.

1. Sustain no major losses in developed areas due to natural hazards.

1. Retain the most significant natural features on the remaining undeveloped land in the City.

PROGRAMS

- a. Establishment of a General Plan Policy checklist to be used and revised as necessary.
- b. Establishment of an interdepartmental committee to regularly review proposed development projects and General Plan revisions.
- c. Systematic review of the Zoning Ordinance and the General Plan.
- d. Systematic review of all City Ordinances.

- a. Regulations in the Zoning Ordinance which allow flexibility in the placement of structures in order to avoid hazardous areas.
- b. Mandatory site plan review for all development projects located in hazard zones.
- c. Establishment of restrictions on land use around the Airport.

(See the Community Health and Safety Element for related programs.)

- a. Development and implementation of specific plans for the Coyote Hills.
- b. Continuation of grading and landscaping standards.

(See the Resource Management Element for related programs.)

GOAL 2

COMPATIBLE AND BALANCED LAND USES WHICH ARE WELL MAINTAINED OR REVITALIZED, PROVIDE PLEASANT ENVIRONMENTS, AND ADEQUATELY SERVE PRESENT AND FUTURE POPULATIONS.

POLICIES

- A. The City will plan for a balanced development pattern that includes employment opportunities, goods and services, residential choices, and open spaces.
- B. The City will encourage the maintenance of healthy residential neighborhoods, the stabilization of transitional neighborhoods, and the redevelopment or rehabilitation of deteriorated neighborhoods.

(See the Housing Element for related policies.)

PURPOSE

1. Retain the present proportion of land use among residential, commercial/office, industrial and open space designations.
2. Prevent neighborhood deterioration.
3. Redevelop deteriorated neighborhoods.
3. Rehabilitate and preserve historically significant neighborhoods.

PROGRAMS

- a. Revision of the Zoning Ordinance and the Land Use Map as necessary to obtain consistency.
- b. Consideration of the need for balanced land uses during the preparation of specific plans.
- a. Periodic review of areas where zoning designations and existing land uses are inconsistent.
- b. Identification and periodic review of transitional neighborhoods and deteriorated neighborhoods.
- c. Development and implementation of specific plans for neighborhood revitalization or redevelopment.
- d. Utilization of community development projects in transitional neighborhoods and neighborhoods to be revitalized.
- e. Coordination of community development projects with capital improvement projects.
- f. Close interaction with neighborhood residents during the development of specific plans.
- g. Designation of historic local landmarks.

(See the Housing Element for related programs.)

POLICIES

- C. The City will respect and retain the character of existing residential neighborhoods and encourage the establishment of a unique identity in new neighborhoods.

(See the Resource Management Element for related policies.)

- D. The City will consider the impact of traffic congestion and unacceptable levels of noise, odor, dust and glare on all residential developments and other sensitive receptors, such as hospitals, elementary and high schools, and rest homes.

(See the Circulation/Transportation Element and the Community Health and Safety Element for related policies.)

PURPOSE

1. Develop and retain a sense of identity for every neighborhood.
2. Assure new construction and public improvements in existing neighborhoods are compatible with the neighborhood's character.

1. Reduce the number of causes for complaints.
2. Mitigate the traffic congestion and unacceptable levels of noise, odors, dust and glare which affect residential areas and sensitive receptors.
3. Locate new single-family development facing away from arterial highways where possible.

PROGRAMS

- a. Establishment of review standards which favor projects that capitalize on existing natural features and creatively use man-made features such as buildings, landscaping, and edge-treatments.
- b. Discussion in staff reports which addresses the compatibility of proposed development (use, design, etc.).
- c. Mandatory site plan review of multiple-family developments.
- d. Review of all proposed development on properties designated as a "Local Landmark".

(See the Resource Management Element for related programs.)

- a. Revision of the Zoning Ordinance as necessary.
- b. Discussion in staff reports which addresses traffic and circulation issues.

(See the Circulation/Transportation Element and the Community Health and Safety Element for related programs.)

POLICIES

- E. The City will encourage the provision of open space and recreational reserves in residential neighborhoods.

(See the Community Services Element and the Resource Management Element for related policies.)

- F. The City will encourage that the development of multiple-family dwellings occur near employment opportunities, shopping areas, public parks and transit lines, with careful consideration of the proximity to single-family neighborhoods.

- G. The City will consider the development of mobile home park communities only in areas that are suitable for multi-family dwellings.

PURPOSE

1. Preserve both the public and private open space in the Coyote Hills.
2. Reduce the deficiencies in open space and recreational reserves in existing residential neighborhoods.

1. Physically separate high density multiple-family dwellings from single-family neighborhoods where possible.
2. Mitigate the potential conflicts between multiple-family dwelling units and adjacent residential neighborhoods.
3. Balance higher density uses with nearby open space.
4. Provide an adjacent residential base sufficient to sustain major commercial developments.

1. Avoid conflicts between incompatible uses.
2. Provide opportunities for the development of quality mobile home communities.

PROGRAMS

- a. Development and implementation of specific plans for the Coyote Hills.
- b. Encouragement of cluster development in the Coyote Hills.

(See the Community Services Element and the Resource Management Element for related programs.)

- a. Regulations in the Zoning Ordinance which restrict multiple-family development near single-family neighborhoods to low-density garden-type units.
 - b. Mandatory site plan review of multiple-family developments.
-
- a. Reevaluation of existing zoning designations to determine suitable sites for future mobile home developments.
 - b. Mandatory site plan review of mobile home park developments.

GOAL 3

A DIVERSIFIED AND STABLE COMMERCIAL-INDUSTRIAL BASE WITH USES REFLECTING CONCERNS OF ACCESS, COMPATIBILITY, HOUSING, ECONOMICS, AND AESTHETICS.

POLICIES

- A. The City will actively encourage commercial and industrial businesses that diversify and expand the City's economic base to locate and remain in Fullerton.
- B. The City will minimize conflicts among industrial, commercial, and residential land uses.

(See the Circulation/Transportation Element for related policies.)

PURPOSE

1. Diversify the City's economic base.
 2. Increase the tax base sufficient to accommodate population increases and inflation.
 3. Provide a business climate which encourages existing business to stay and new businesses to locate in Fullerton, to the benefit of the entire community.
-
1. Reduce or eliminate commercial and industrial through-traffic in residential areas.
 2. Mitigate the adverse impact of commercial and industrial developments on residential land uses.

PROGRAMS

- a. Preparation of annual reports for Planning Commission and City Council review which assess the character of Fullerton's economic base and its competitive position with the County and neighboring cities.
 - b. Active search for industrial or commercial projects which will diversify Fullerton's economic base.
 - c. Publication of an up-to-date Vacant Land Directory.
 - d. Discussion in staff reports which addresses the economic issues of proposed developments.
 - e. Periodic review of City development standards as to their impact on the business climate.
 - f. Encouragement of cooperative efforts with local businesses and business organizations.
-
- a. Revision of zoning designations as necessary so that major commercial and industrial areas are easily accessible by railroad lines, freeways, or major arterials.
 - b. Mandatory site plan review of all new commercial developments and major additions to existing businesses.
 - c. Regulations in the Zoning Ordinance which allow for the protection of nonresidentially zoned dwellings.
 - d. Utilization of office/professional zoning as a buffer between commercial and residential developments where feasible.

(See the Circulation/Transportation Element for related programs.)

POLICIES

- C. The City will encourage commercial and industrial developments that are aesthetically pleasing and functionally efficient.

PURPOSE

1. Enhance the City's physical appearance.
2. Provide multiple services in community shopping areas.

PROGRAMS

- a. Establishment of review standards which favor coordinated architectural and landscape design and compatibility with surrounding developments.
- b. Mandatory architectural review in redevelopment areas of new commercial and industrial developments and major additions to existing businesses.
- c. Review of all proposed development on properties designated as a "Local Landmark".
- d. Encouragement of attractive and compatible signs.
- e. Regulations in the Zoning Ordinance which require the upgrading of substandard public improvements with major changes of use or additions to existing facilities.
- f. Revisions to the Zoning Ordinance which establish incentives to consolidate existing highway commercial development into centers with shared parking facilities.
- g. Periodic review of commercial zoning designations on parcels with insufficient depth to be properly developed with commercial uses.
- h. Encouragement of the integration of office uses with commercial uses.
- i. Consideration of pedestrian, bicycle and equestrian access and bicycle parking during site plan review of commercial facilities.

(See the Circulation/Transportation Element for related programs.)

POLICIES

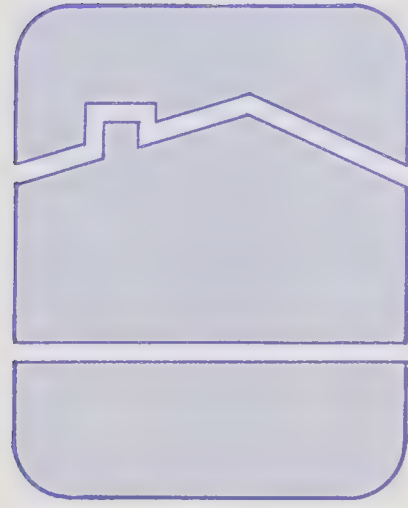
- D. The City will encourage the re-development and revitalization of existing commercial areas.

PURPOSE

1. Increase property values in redevelopment areas.
2. Decrease vacancy rates in commercial areas.
3. Increase taxable sales.

PROGRAMS

- a. Implementation of adopted redevelopment plans.
- b. Encouragement of revitalization efforts by local businesses and business organizations.



HOUSING



GOAL 1

A HOUSING STOCK OF SUFFICIENT QUANTITY, COMPOSED OF A VARIETY AND RANGE OF HOUSING TYPES AND COSTS, THAT ENABLE THOSE CITIZENS WHO WORK IN FULLERTON THE OPPORTUNITY TO LIVE HERE IF THEY CHOOSE.

POLICIES

- A. The City will encourage the development of a variety of housing types and costs, for both owners and renters, whereby the widest economic range of housing choice is available.
- B. The City will encourage the utilization of existing buildings so that opportunities are created for satisfying the housing needs of a broad range of economic segments.

PURPOSE

1. Increase the flexibility of residential development standards and housing codes.
 2. Provide a sufficient number of apartment and ownership units to maintain an acceptable level of available housing.
 3. Encourage apartment development through a general discouragement of rent control ordinances or restrictions.
-
1. Increase the flexibility of residential development standards and housing codes.
 2. Provide a sufficient number of apartment and ownership units to maintain an acceptable level of available housing.

PROGRAMS

- a. Adjustment of land use and/or zoning designations as needed provided that its results will be compatible with neighboring properties.
 - b. Periodic review and adoption of revisions to the residential building code and development requirements as needed to expedite the upgrading of construction processes.
 - c. Continuation of permitting both factory-built and on-site built housing for new residential development.
 - d. Implementation of master/specific plans which indicate housing types and densities for remaining undeveloped lands.
-
- a. Adjustment of land use and/or zoning designations as needed provided that its result will be compatible with neighboring properties.
 - b. Periodic review and adoption of revisions to the residential building code and development requirements as needed to expedite the upgrading of construction processes.
 - c. Regulation of the conversion of apartments to condominiums or cooperatives.
 - d. Replacement of substandard units with sound, move-on housing when available.
 - e. Conversion of nonresidential properties to residential uses provided that its result will be compatible with neighboring properties.

GOAL 2

A HOUSING STOCK THAT IS CONSERVED IN A SOUND, SAFE AND SANITARY CONDITION.

POLICIES

- A. The City will encourage the re-
placement of housing unfit for human
habitation and the rehabilitation of
dwellings which are in need of
minor or major repair.

- B. The City will encourage the con-
servation of the existing sound
housing stock as a means to protect
and retain the established character
and identity of neighborhoods.

(See the Land Use Element and the Resource Management Element for related policies.)

PURPOSE

1. Decrease the number of residential units in the City in need of re-
placement or rehabilitation.

1. Prevent excessive and incompatible development in established residen-
tial neighborhoods.

PROGRAMS

- a. HCD loans on a City-wide basis.
- b. Tool bank operation.
- c. Relocation assistance to complement rehabilitation operations.
- d. Replacement of substandard units with sound, move-on housing.

- a. Retention of residential neighborhoods by assuring that zoning and land use designations are compatible with existing uses.
- b. Zoning adjustments, as appropriate, of residential blocks currently designated for higher densities.
- c. Application of Historic Building Survey results and Landmarks Ordinance, as appropriate.

(See the Land Use Element and the Resource Management Element for related programs.)

GOAL 3

A FAIR AND EQUITABLE DISTRIBUTION OF HOUSING THROUGHOUT THE CITY WHICH IS SUITABLE AND CONVENIENTLY LOCATED FOR HOUSEHOLDS HAVING SPECIAL NEEDS, SUCH AS THE ELDERLY, THE HANDICAPPED AND THOSE OF LOW AND MODERATE INCOME.

POLICIES

- A. The City will encourage, and assist where appropriate, the development of housing accessible to and usable by elderly and/or handicapped persons.
- B. The City will encourage student residential arrangements which will reduce the conflict between student and nonstudent populations.
- C. The City will promote the use, maintenance and rehabilitation of existing sound housing affordable to lower income households.

PURPOSE

- 1. Increase the number of residential units in the City that could provide housing for elderly and/or handicapped households.
- 1. Decrease the conflict between student and nonstudent housing.
- 1. Increase by rehabilitation, the number of sound residential units in the City that provide housing for lower income households.

PROGRAMS

- a. Utilization of HCD monies to make existing dwellings able to accommodate the elderly and handicapped.
- b. Encouragement to shared-housing opportunities.
- c. Utilization of surplus City property for privately-developed low-cost housing.
- d. Utilization of the Section 8 Leased Housing Assistance Program.
- a. Discretionary approval of sites for fraternity and sorority houses and other student housing.
- a. HCD loans on a City-wide basis.
- b. Tool bank operation provided it is available to all low-income households in Fullerton.
- c. Review of the building permit process, building requirements and related fees with the aim of reducing same to encourage housing rehabilitation.
- d. Encouragement of the moving and preserving rehabilitable housing when private developers or public agencies request new land uses.
- e. Utilization of surplus City property for privately-developed lower cost housing.

POLICIES

- D. The City will encourage the development of new housing through private efforts for those of lower incomes.

PURPOSE

1. Increase the flexibility of residential development standards and housing codes.
2. Increase through private efforts the number of residential units in the City that are oriented toward those of lower income.
3. Use, through private efforts, sites identified as suitable for new construction of lower cost housing.

PROGRAMS

- a. Periodic review and adoption of revisions to the residential building code and development requirements as needed to expedite the upgrading of construction processes.
- b. Encouragement and assistance to developers in finding innovative, economic solutions to on-site requirements.
- c. Establishment of incentives to encourage developers to provide lower cost housing.

GOAL 4

THE EXISTENCE OF EQUAL OPPORTUNITY AND ACCESSIBILITY IN HOUSING CHOICE FOR ALL PEOPLE REGARDLESS OF RACE, CREED, SEX, AGE, MARITAL STATUS, NATIONAL ORIGIN, OR ETHNIC GROUP AFFILIATION.

POLICIES

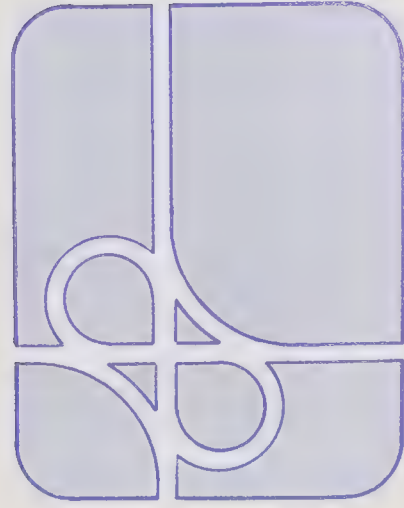
- A. The City will assist in the enforcement of all government provisions requiring an equal opportunity for all residents, regardless of age, sex, creed, national origin, or ethnic group.
- B. The City will establish methods to receive from residents ideas or requests for needed housing programs.

PURPOSE

1. Resolve and reduce housing-related complaints based on discrimination.
 2. Increase housing opportunities for families with children, and all individuals regardless of age, sex, creed, national origin or ethnic group.
-
1. Increase awareness and dialogue of local housing issues and potential resolutions to housing related problems.

PROGRAMS

- a. Continuation in the participation of fair housing opportunities and in activities to resolve housing-related complaints based on discrimination.
 - b. Educational activities which increase awareness to both tenants and owners of their rights and obligations.
-
- a. Continuation in the participation of fair housing opportunities and in activities to resolve housing-related complaints based on discrimination.
 - b. Citizen participation in HCD budget review.
 - c. Availability of housing related publications normally produced by the City and those of other public agencies as available.



CIRCULATION / TRANSPORTATION



CITY OF FULLERTON GENERAL PLAN MAP

BIKEWAYS

ADOPTED BIKEWAYS

- CLASS I (BIKE PATH)
- CLASS II (BIKE LANE)
- CLASS III (BIKE ROUTE)

TRAVEL GENERATORS

- SCHOOLS
- PARKS
- OTHER

CITY BOUNDARY



CITY OF
Fullerton

SCALE
0 800 1600 feet
400 1200 2000

ADOPTED
GENERAL PLAN
MAP

PRINTED: 2-1-83

MASTER PLAN of BIKEWAYS of the CIRCULATION ELEMENT

BACKGROUND

The bicycle is a mode of transportation and recreation for approximately seven to ten million people in California and for an estimated 35,000 residents in Fullerton. Its use has increased and will probably continue to do so as automobile-related costs continue to rise. Because of this trend, many who have long considered the bicycle only as a recreational vehicle may now view it as a viable alternative mode of transportation as well.

The increased use of the bicycle has resulted in a need to accommodate this type of transportation in a safe and convenient manner among other transit modes. Bicyclists, even more than motorists, seek the most direct routes from where they are to where they want to go, particularly those who are using the bicycle for more than casual recreation. Because of the diversity of needs of bicyclists, and the fact that many trips are quite short, a bikeway system cannot accommodate most user travel unless it is of the same detail as the street system. For this reason roads, together with off-road bike paths, must serve as part of a bicycle transit network that provides for the travel needs of bicyclists.

The choice of bicycle travel as the principle mode for a specific trip is generally dependent upon a number of factors: trip destination, availability of alternative modes, weather conditions, and physical factors conducive to bicycle travel. Each is briefly discussed below:

1. Trip Destination and Purpose

Of major importance in the selection of the bicycle as a mode of transportation is the destination of the proposed trip. Like automobile travel, the amount of time it takes to complete the trip is of prime importance. Since time is generally a factor of distance in transportation, the bicycle is used only when trips are rather short, usually less than three miles.

Cycling activities fall into two categories: recreational and utility riding. Recreational cycling consists of general pleasure riding and riding for exercise. With the recreational cyclist, the trip itself is the objective. For the utility oriented cyclist the objective is not the trip, but reaching a specific destination. Because of this destination consciousness, the utility oriented cyclist places a high priority on directness of routes, on acceptable grade profiles and with minimal delay and inconvenience.

2. Availability of Alternative Modes

For some people the utilization of the bicycle for short commuting trips is preferable over other available modes, such as walking, the use of an automobile, or a form of public transit. In some cases bicycle travel can even compare favorably to automobile travel in terms of speed and convenience. However, many simply may not have access to a motorized vehicle and must rely on other modes for mobility. The elderly, poor, and the young are the major segments of the community that lack automobile ownership. Within Fullerton, the largest of these three groups are the young. Approximately 25% of Fullerton residents are between the ages of 7-17 years of age. This age group, plus the students that commute to Fullerton College and California State University, comprises the largest single group of bicycle users within Fullerton.

3. Weather Conditions and Physical Factors

Weather conditions will greatly influence a person's selection of the mode of transport to be utilized at any given time. Fortunately, Fullerton residents enjoy climate that is very conducive to year-round bicycle use. Summers are warm and winters are mild with most rainfall occurring during a few winter storms.

A major physical factor affecting bicycle travel is the topography of the land to be traversed in a specific trip. Ideally, the maximum grade encountered by a cyclist is 5% with occasional grades of 10%. Approximately 25% of Fullerton's residents live within areas containing a large amount of rolling terrain.

CLASSIFICATION OF BIKEWAYS

The word "bikeway" means all facilities that are a recognized route for bicycle travel. The following categories of bikeways are defined in Section 2373 of the Streets and Highways Code of the State of California.

Class I Bikeway (Bike Path or Bike Trail)

Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

(Note: Mopeds are prohibited from bike paths and trails unless specifically authorized by the agency having jurisdiction over the facility.)

Class II Bikeway (Bike Lane)

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

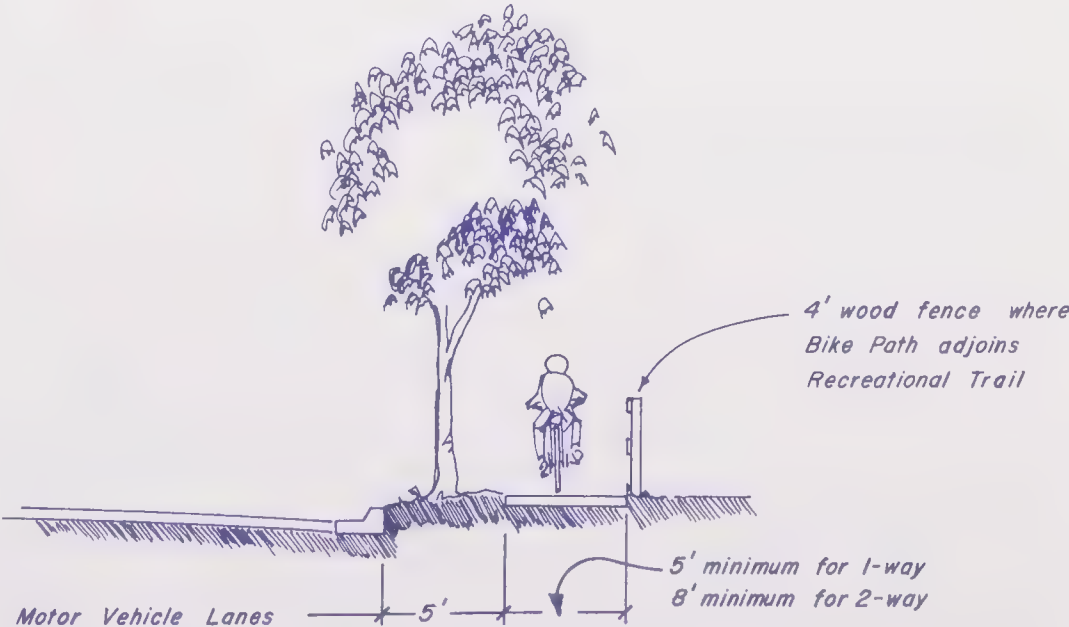
(Note: Mopeds are permitted to operate in bike lanes, per CVC 21209.)

Class III Bikeway (Bike Route)

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

It is important to note that the designation of bikeways as Class I, II, and III should not be construed as a hierarchy of bikeways—that one is better than the other. Each class of bikeway has its appropriate application. The City has naturally incorporated a mixture of the above classifications as part of its adopted bikeway network.

Wherever possible, facilities are located off-street (Class I). However, property acquisition necessary for such bikeways is quite expensive. Accordingly, on-street bike lanes and routes (Classes II and III) have been necessary in many areas. While on-street bike routes utilizing street striping or signage are not a guarantee of safety to the cyclist, some measure of protection may be provided through an increased awareness by the motorist that bicycle riders are likely to be encountered on the street.



CLASS I : BIKE PATH OR TRAIL

BASIS FOR BIKEWAY LOCATION AND DESIGNATION

Three principal criteria — 1) travel generators; 2) traffic factors; 3) route geometrics — in addition to other policies, provide a rational basis for planning bikeways. With a combined review of all three criteria, a means for decision making may be reached; the result should entail a bikeway network designed with an emphasis on safety, convenience, ease, and aesthetics.

1. Travel Generators

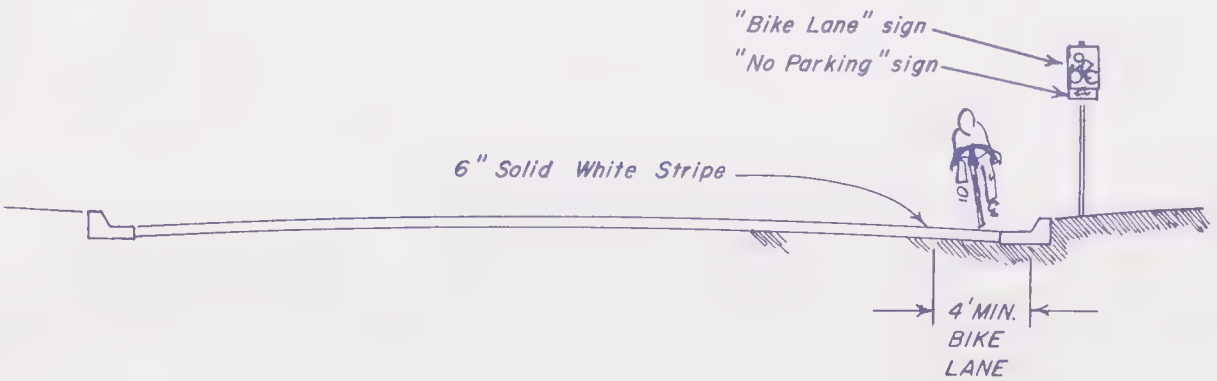
A basic element in any bikeway system is the potential generators of bicycle traffic; the facility should be located where its use can be maximized. Naturally, parks and recreational facilities are primary generators, but educational sites, cultural facilities and employment centers are also attractions for the bicyclist.

2. Traffic Factors

The pleasure and safety of the bicyclist is reduced when bikeways share streets that have high traffic volumes. Accordingly, bicycle routes should be selected, where possible, along streets having lower automobile traffic. When no realistic alternative is available, bikeways will have to be designated along major thoroughfares or built as Class I off-highway paths.

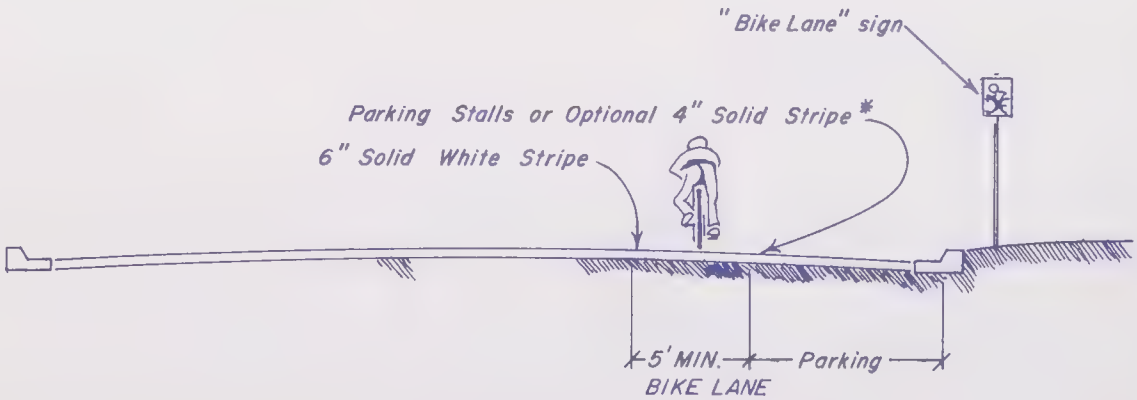
For an on-street bikeway, the speed and volume of auto traffic is a major factor, along with the available width, in determining the best location.

Other traffic factors which might influence bikeway location are truck and bus routes, on-street parking conditions and the potential delays in movement. High speed truck, bus and recreational vehicle traffic is a problem along a bikeway, because of their aerodynamic effects and vehicle widths. The density of existing on-street parking and its safety implications, such as opening car doors, must be considered. If possible, it is desirable to select a route where on-street parking is light or where it can be prohibited.



CLASS II : BIKE LANE WITH PARKING PROHIBITED

* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.



CLASS II : BIKE LANE WITH PARKING

3. Route Geometrics

Mandatory design standards for safety and physical impediments to easy bicycle travel affect heavily the feasibility of bikeway location. Bikeway grade and available width are the two factors which impact bikeway placement, especially in built-up suburban communities like Fullerton.

Grades: Steep grades on bikeways should be avoided if possible. Most bicyclists cannot negotiate steep uphill grades, so these can be a severe deterrent to use of the facility. Also, riding in the downhill direction can be risky, particularly for unskilled bicyclists or for bicyclists with faulty equipment. The recommended maximum grade for a bicycle route is 5% (a five-foot rise in elevation for every 100 feet of run); for short distances (e.g., up to 500 feet) steeper grades may be tolerated in order to provide a continuous system.

Available Width: For an on-street facility, the overall roadway width must meet or exceed that necessary to incorporate a bikeway, meeting minimum design criteria, as specified by sections of the Streets and Highways Code of the State of California. The figures below depict typical cross sections for Class I and Class II bikeways.

For a Class I, off-street bikeway the minimum paved width for a two-way bike path must be eight feet; for a one-way bike path, it is five feet. Additionally, a minimum two-foot wide graded area must be provided adjacent to the paved path.

For a Class II on-street bike lane the facility must be one-way and cannot be placed between the parking area (if any) and the curb. If parking is prohibited on the street or highway, the bike lane must be a minimum of three feet from the edge of the concrete gutter. If, however, parking is permitted, the bike lane must have a five-foot clearance from the parking stalls, or a total width of 13 feet from the curb must be provided.

Minimum widths for Class III bikeways are not specified because an acceptable width is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance and parking conditions. Since bicyclists are permitted on all highways (except prohibited freeways), the decision to sign the route should be based on the advisability of encouraging bicycle travel on the route.

DESCRIPTION OF THE ADOPTED NETWORK OF BIKEWAYS

The Fullerton Master Plan of Bikeways connects every sector of the City and is designed to reach the major destination points (parks, schools, cultural facilities, and to some extent shopping and employment centers) which most likely will be patronized by bike riders. When ultimately developed the network will consist of approximately 25 miles. Presently, Fullerton contains approximately 3.6 miles of off-road bikeways which conform to State criteria. Future development is expected to occur incrementally and through a series of stages.

Class I bikeways are the least designated of the three classifications and are located for the most part within existing public lands. Because Class II and Class III bike lanes and routes comprise the majority of the adopted network, a comprehensive striping/signing campaign should be one of the initial actions for bikeway development; bike lanes or bike routes will usually exist on both sides of the street where depicted on the map of the Master Plan of Bikeways.

Some portions of the network may initially develop at a low classification and subsequently be upgraded to a higher level. Also, in the gradual implementation of the system, it is anticipated that modifications may occur due to changes in new developments. Frequent review will permit adjustments to accommodate any future demand or condition.

CITY OF FULLERTON GENERAL PLAN MAP

STREETS AND HIGHWAYS

ADOPTED NETWORK

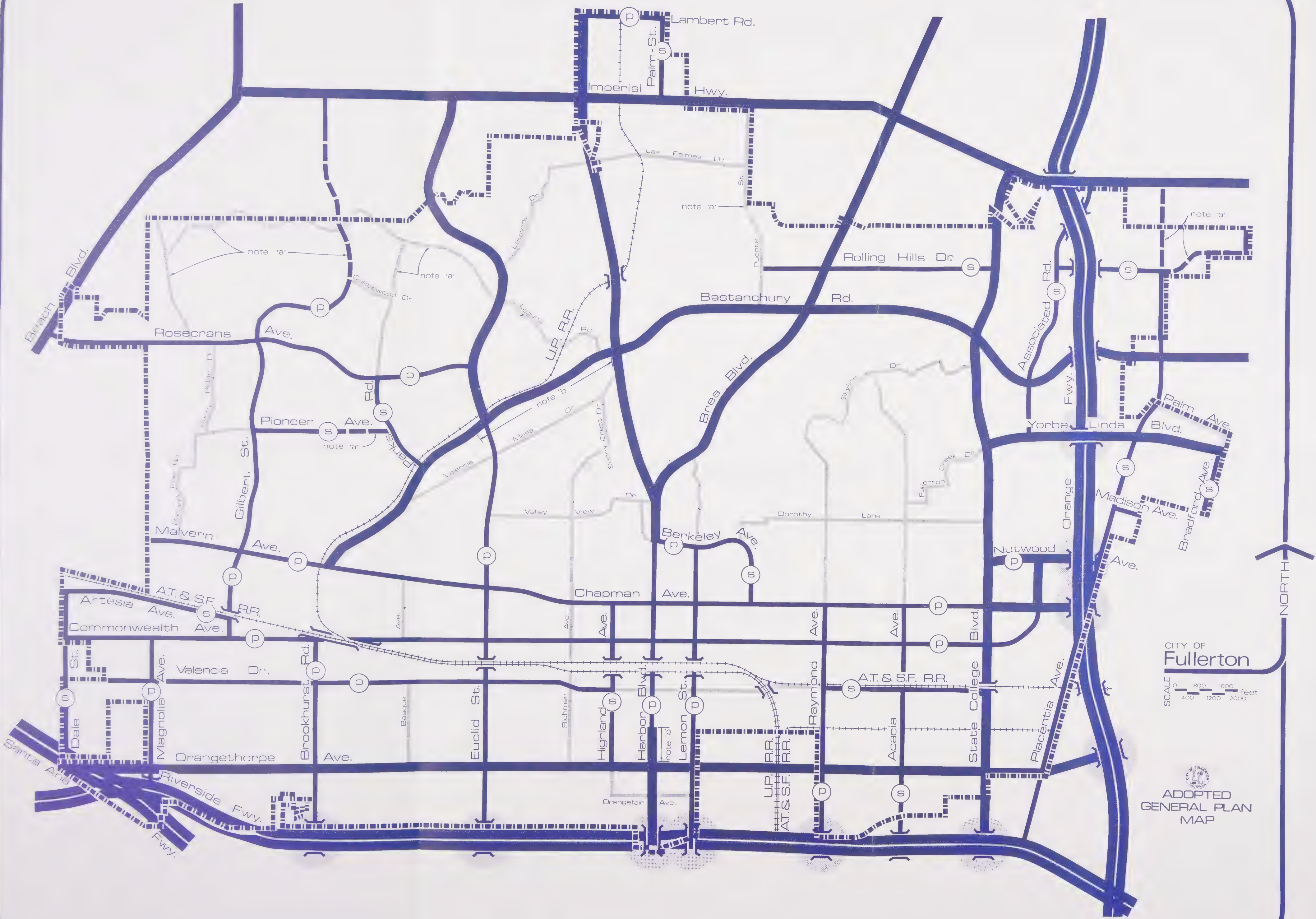
- MAJOR ARTERIAL
HIGHWAY (100 FT. R.O.W.)
- PRIMARY ARTERIAL
HIGHWAY (80-84 FT. R.O.W.)
- SECONDARY ARTERIAL
HIGHWAY (80-84 FT. R.O.W.)
- LOCAL COLLECTOR
STREET (60-64 FT. R.O.W.)

OTHER FEATURES

- FREEWAY
- FREEWAY ACCESS
- GRADE SEPARATION
- CITY BOUNDARY

NOTES

- 'a' Proposed future street extension or alignment
- 'b' Highway segment designated as a 92 ft. right-of-way



MASTER PLAN of STREETS AND HIGHWAYS of the CIRCULATION ELEMENT

BACKGROUND

The arterial highway network in the City of Fullerton is part of a county-wide arterial highway system. This system, which is coordinated through the Orange County Master Plan of Arterial Highways, is composed of roadways designed to carry high volumes of vehicles. Its primary purpose is to accommodate the inter- and intra-regional movement of people and goods.

CLASSIFICATION OF STREETS AND HIGHWAYS

The Fullerton Master Plan of Streets and Highways designates four highway classifications in the network: major and primary arterial highways; secondary collector highways; and local collector streets. To some extent all four classes serve both through and collector trips. However, major and primary arterials predominantly handle through traffic while a secondary collector highway and local collector street largely functions as a feeder or distributor of vehicular traffic. This two-tier functional classification scheme accommodates substantial intra-regional travel demand as well as providing circulation continuity for all areas of the City. Right-of-way standards are given below for these four highway designations within Fullerton, and the figure to the right depicts a typical cross section of the right-of-way.

1. Major Arterial Highways

Major arterial highways are designed to be ultimately six-lane divided facilities where traffic volumes are anticipated to exceed 25,000 vehicles per day. The right-of-way width of this classification, which carries large volumes of inter-city traffic, is generally planned at 100 feet and can usually accommodate up to 45,000 vehicles per day without serious delays. Major arterials carry a large volume of intra-regional through traffic not handled by the freeway system. Direct access to abutting land uses is discouraged. Aside from public utility facilities (power, water, sewerage and communication) which all classes of arterials accommodate in their rights-of-way, the major arterial section is designed to accommodate automobiles, goods movement (trucks), transit vehicles (buses), bicycles and pedestrians.

2. Primary Arterial Highways

Primary arterial highways are ultimately four-lane divided facilities usually capable of carrying up to 30,000 vehicles per day without serious traffic delays. They are designed to carry traffic between major arterials or to lesser thoroughfares and have right-of-way widths between 80 and 84 feet.

A primary arterial's function is identical to that of a major arterial; its principal difference is capacity. A primary arterial highway serves an area where the total daily volume of traffic does not require a major facility.

3. Secondary Collector Highways

Secondary collector highways are ultimately four-lane divided or undivided roadways designed to carry traffic volumes up to approximately 20,000 vehicles per day. The right-of-way width of this street category should be 80 to 84 feet.

In most cases a secondary collector highway serves as a collector, distributing traffic between local streets and major and primary arterials. Although some secondary collector highways serve as through routes, most provide more direct access from surrounding land uses than do major or primary arterials. Secondary collector highways can safely accommodate trucks, buses, bicycles and pedestrians but are primarily designed for automobile traffic.

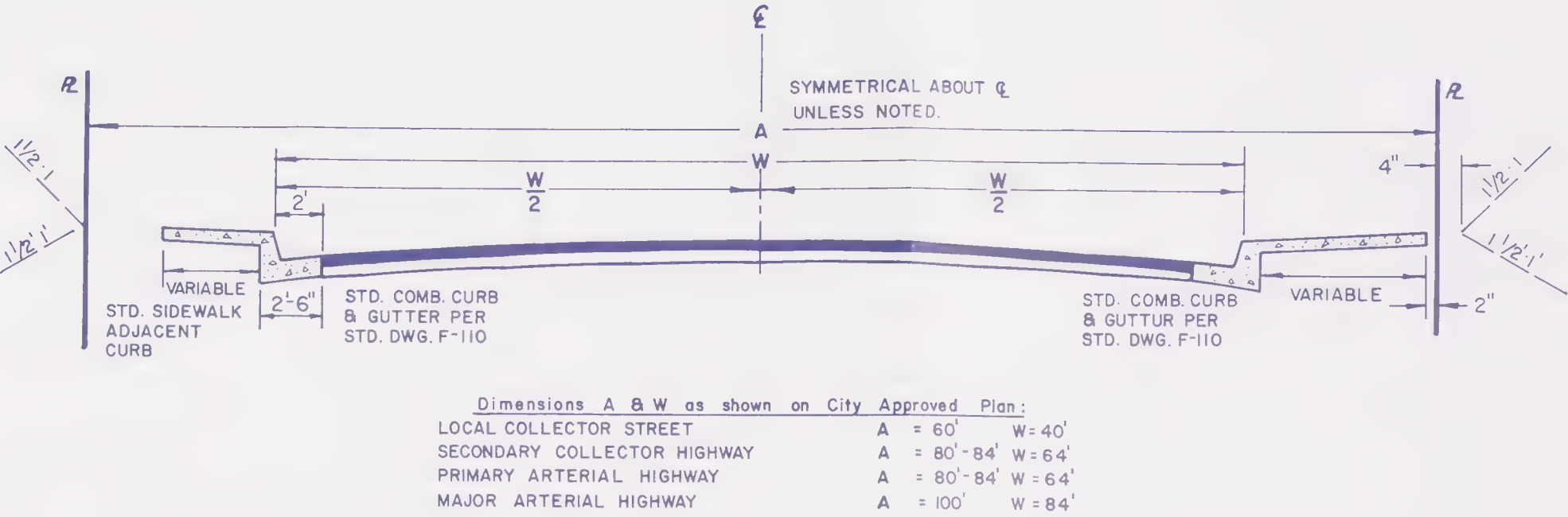
4. Local Collector Streets

Local collector streets, the lowest classification of the highway network shown on the Master Plan, are normally two lanes in design, intended to collect and route local traffic to a higher classification road. This facility has an upper range of 7,000 vehicles per day depending on design standards and access control and has a right-of-way width of 60 to 64 feet.

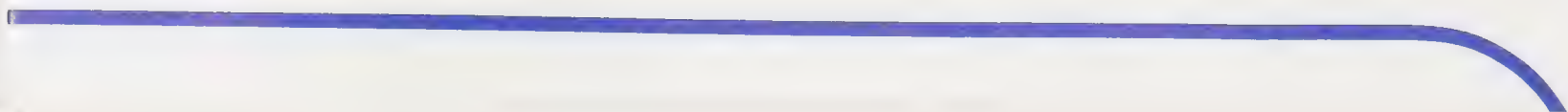
The local collector streets are indicated on the Master Plan of Streets and Highways because they provide network continuity or serve traffic demand where projected volumes do not warrant a secondary collector highway. The right-of-way is designed primarily to accommodate automobile traffic, with adjustments for bicyclists and pedestrians.

The average daily traffic volumes shown for major, primary and secondary highways are based on a level of Service "C" as defined in the Highway Capacity Manual. The volume for local collector streets is for a level of Service "B", as the local streets will characteristically operate at a higher level of service and have lower volumes. These volumes are approximations only and may be exceeded in some cases.

It is important to note that additional right-of-way may be required for any of these classifications whenever an arterial highway coincides with an adopted route for an additional public facility (e.g., bikeways or recreational trails), or for a scenic highway.



STANDARD HIGHWAY AND STREET CROSS SECTION



GOAL 1

A COMPREHENSIVE STREET, PARKING, AND SIDEWALK NETWORK WHICH SUPPORTS THE MOVEMENT OF PEOPLE AND GOODS IN A SAFE AND EFFICIENT MANNER USING A VARIETY OF MODES.

POLICIES

- A. The City will provide a network of arterial highways and streets to direct and channel nonlocal and heavy vehicle traffic as well as to accommodate the internal circulation needs of Fullerton's businesses and residents.

- B. The City will influence the design of residential streets to discourage through-traffic in residential areas which is unrelated to the interests of the neighborhood.

PURPOSE

1. Reduce vehicular travel times between selected origin-destination points.
 2. Reduce heavy vehicles and through-traffic on residential streets.
-
1. Reduce heavy through-traffic on residential streets without inhibiting internal circulation between neighborhoods.

PROGRAMS

- a. Comprehensive review of circulation network of streets and highways, and amend the Master Plan as appropriate.
 - b. Revise and update the Master Plan of Streets and Highways in an ongoing manner as needed.
 - c. Engineering studies to determine areas of congestion, conflict, and in need of maintenance services.
 - d. Acquisition of rights-of-way and construction as needed.
 - e. Traffic signal coordination and expansion as needed.
 - f. Development of grade separation between railroad and highways at appropriate crossings.
 - g. Investigation of the feasibility to prohibit parking on selected arterial highways during peak traffic hours.
-
- a. Staff review of new residential developments.
 - b. Use of cul-de-sacs in residential developments.
 - c. Development of alternative methods of reducing excessive traffic on through streets in response to citizen requests.

POLICIES

- C. The City will improve, maintain, and regulate the network of highways, streets, and alleys to ensure their safe and efficient utilization.

(See the Community Health and Safety Element for related policies.)

PURPOSE

1. Decrease within the City's ability the number of pedestrian and rider accidents per million vehicle.
2. Continuously maintain streets, alleys, and public lighting systems.

PROGRAMS

- a. Appropriate engineering studies to determine areas of congestion and conflict and in need of maintenance services.
- b. Street and alley reconstruction and resurfacing as needed.
- c. Installation of directional and regulatory signs and signals.
- d. Lighted street names at signalized intersections.
- e. Regular street sweeping operations.
- f. Installation of safety lighting at intersections and in deficient areas.
- g. Regulation of on-street parking as needed.
- h. Requisition of safety devices at unprotected railroad crossings as needed.
- i. Continuation of the adopted rural street designations with their special design features.

(See the Community Health and Safety Element for related programs.)

POLICIES

- D. The City will insure the provision and maintenance of public sidewalks where desired in order to facilitate pedestrian mobility and safety.
- E. The City will plan and manage public rights-of-way and median islands to provide safety and street-scapes.

PURPOSE

1. Continuously maintain and replace public sidewalks.
 2. Increase mobility of the handicapped as well as other pedestrians.
-
1. Provide attractive streetscapes in a cost effective, low maintenance manner.
 2. Continuously maintain and replace street trees as needed.
 3. Provide street lights compatible with the character of existing neighborhoods.

PROGRAMS

- a. Continuation of the adopted rural street designations with their special design features.
 - b. Staff review for placement of sidewalks in new residential projects.
 - c. Replacement of deficient sidewalks.
 - d. Reconstruction of existing sidewalks for curb cuts to promote mobility of the handicapped.
 - e. Provision of safe and convenient sidewalk access points to public transit where feasible.
-
- a. Design and maintenance of landscaped parkways and decorative median islands.
 - b. Street tree replanting and maintenance.
 - c. Construction of "entrance planters" on arterial highways leading into City.
 - d. Street light design, placement and maintenance appropriate to the neighborhood.
 - e. Provision of street improvements, street trees, and street lights by the developer of new projects.

GOAL 2

A COMPREHENSIVE NETWORK OF BICYCLE, HIKING, AND BRIDLE TRAILS WHICH SAFELY AND CONVENIENTLY SERVE THE RECREATION AND TRANSPORTATION NEEDS OF THE COMMUNITY, INCLUDING A REGIONAL LINKAGE.

POLICIES

- A. The City will promote safe, convenient and pleasant bicycle travel and a system of paths, lanes, and routes which covers all areas of Fullerton and connects with a designated regional network.

(See the Community Health and Safety Element for related policies.)

- B. The City will encourage the establishment and use of bicycle related facilities and services in public and private developments.

PURPOSE

1. Work toward the complete construction and/or marking of an adopted bikeways network.
2. Reduce bicycle accidents.

1. Encourage bicycle usage as form of transportation to work and shopping.
2. Encourage bicycle usage as a form of recreation.

PROGRAMS

- a. Use of State of California design criteria and standards for placement and maintenance of the bikeways network.
- b. Revision and update of the Master Plan of Bikeways as needed.
- c. Investigation of methods for funding bikeway development and marking.
- d. Construction or marking of the bicycle network.
- e. Dedication of off-highway paths as a condition for development in new residential areas where appropriate.
- f. Maintenance of bikeway network in a safe condition.
- g. Continuation of existing educational programs on bicycle safety and awareness, and expand to include the motorist.

(See the Community Health and Safety Element for related programs.)

- a. Publication and distribution of map showing bicycle network.
- b. Encouragement of businesses to accommodate the bicycle as a mode for employee and customer transportation.
- c. Installation of secure bike racks where needed at transportation nodes and public facilities.

POLICIES

- C. The City will promote safe, convenient, and pleasant pedestrian and equestrian travel on an adopted system of recreational trails which covers appropriate areas of Fullerton, encourages the use of related facilities and services, and connects with a designated regional network.

PURPOSE

1. Work toward the complete construction and/or marking of the adopted recreational trails network.
2. Increase the effective cooperation between private and public sectors in the maintenance of trails.
3. Increase the availability of recreational trails to the City's population.
4. Increase recreational trail safety.

PROGRAMS

- a. Establishment of guidelines and standards for placement and maintenance of network.
- b. Adoption of a Master Plan of Recreational Trails and revision of the Plan as needed.
- c. Dedication of trail rights-of-way connected to City-wide recreational network as a condition for development in new residential areas.
- d. Attainment of rights-of-way or easements for recreational trails already in use as shown on Master Plan.
- e. Public/private agreements for maintenance of trails, management of stables, recognized equestrian activities, etc.
- f. Installation of barricades at access points to prohibit motorized vehicles.
- g. Use of State of California design criteria for marking streets at trail crossings.

GOAL 3

A PUBLIC TRANSPORTATION SYSTEM WHICH SERVES THE NEEDS OF THE COMMUNITY, IS ACCESSIBLE TO ALL, IS A VIABLE ALTERNATIVE TO PRIVATE MODES, AND INCLUDES A REGIONAL LINKAGE.

POLICIES

- A. The City will encourage and facilitate the use of public transportation for all its residents.

PURPOSE

1. Promote an increase in the number of individuals using public transit.
2. Promote an increase in the amount of fixed route mileage and frequency of OCTD service within City limits.
3. Promote an increase in Dial-a-Ride usage or a similar inter-city system.
4. Reduce travel times on streets and highways utilized by fixed route transit.

PROGRAMS

- a. Staff review of major developments to include accommodations for public transportation.
- b. Integration of transit routes and stops into highway and pedestrian circulation network.
- c. Construction of multi-modal transit center.
- d. Participation in OCTD planning and implementation activities.
- e. Encouragement of the construction of bus shelters at key stops as appropriate.
- f. Investigation of the feasibility to prohibit parking on selected arterial highways used by fixed route transit during peak traffic hours.

GOAL 4

AIRPORT OPERATIONS WHICH ARE SENSITIVE TO ENVIRONMENTAL CONCERNS AND USER NEEDS, MINIMIZE ADVERSE IMPACTS ON THE COMMUNITY, AND RETAIN THE EXISTING RUNWAY SIZE.

POLICIES

- A. The City will plan and manage airport operations to achieve air services needed by the residents of Fullerton and all other airport users.
- B. The City will plan and manage airport operations to minimize the impact of noise generated from activities.

(See the Community Health and Safety Element for related policies.)

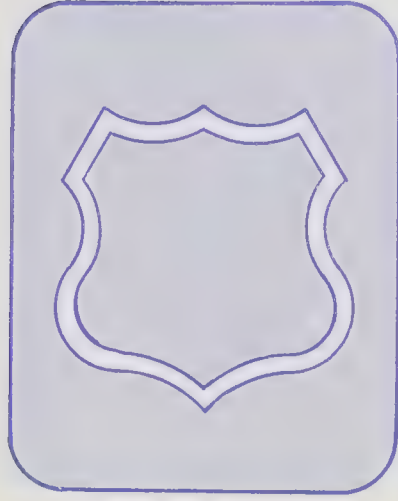
PURPOSE

1. Achieve optimum quality of operational service levels.
 2. Maximize annual revenues gained from airport operations.
-
1. Reduce ambient noise level caused by airport operations.

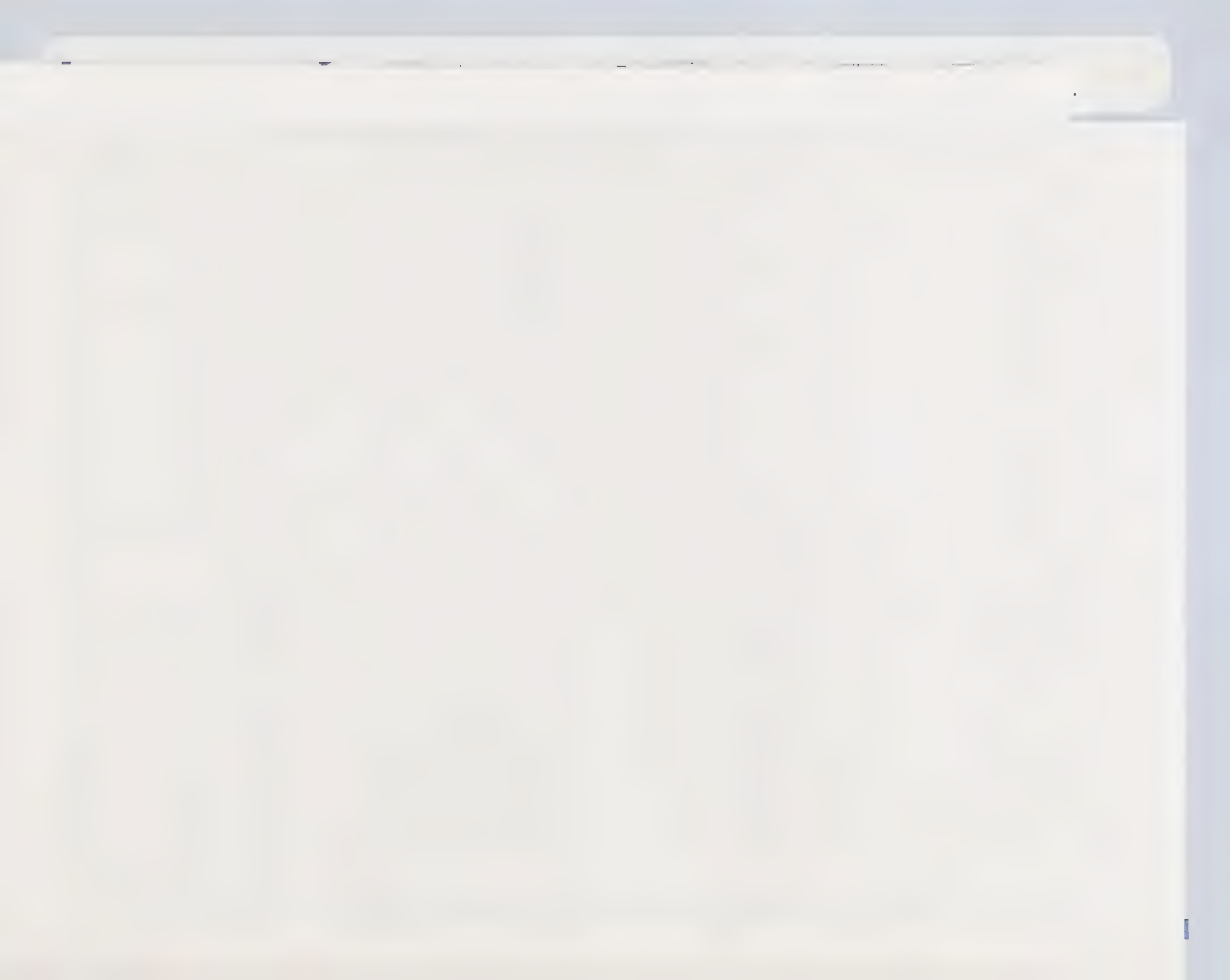
PROGRAMS

- a. Revise Airport Master Plan as needed.
 - b. Improvement and maintenance of airport facilities aided by State and Federal funding.
 - c. Public information activities.
 - d. Installation of hangar storage and permanent tie-down spaces for aircraft as appropriate.
 - e. Review of leases and other revenue sources.
-
- a. Regulation of aircraft noise from take-off and landings.
 - b. Promotion and use of quiet aircraft and aircraft operations.
 - c. Support of legislation to reduce aircraft engine noise.
 - d. Public relation activities to deal with complaints of airport-related noise.

(See the Community Health and Safety Element for related programs.)

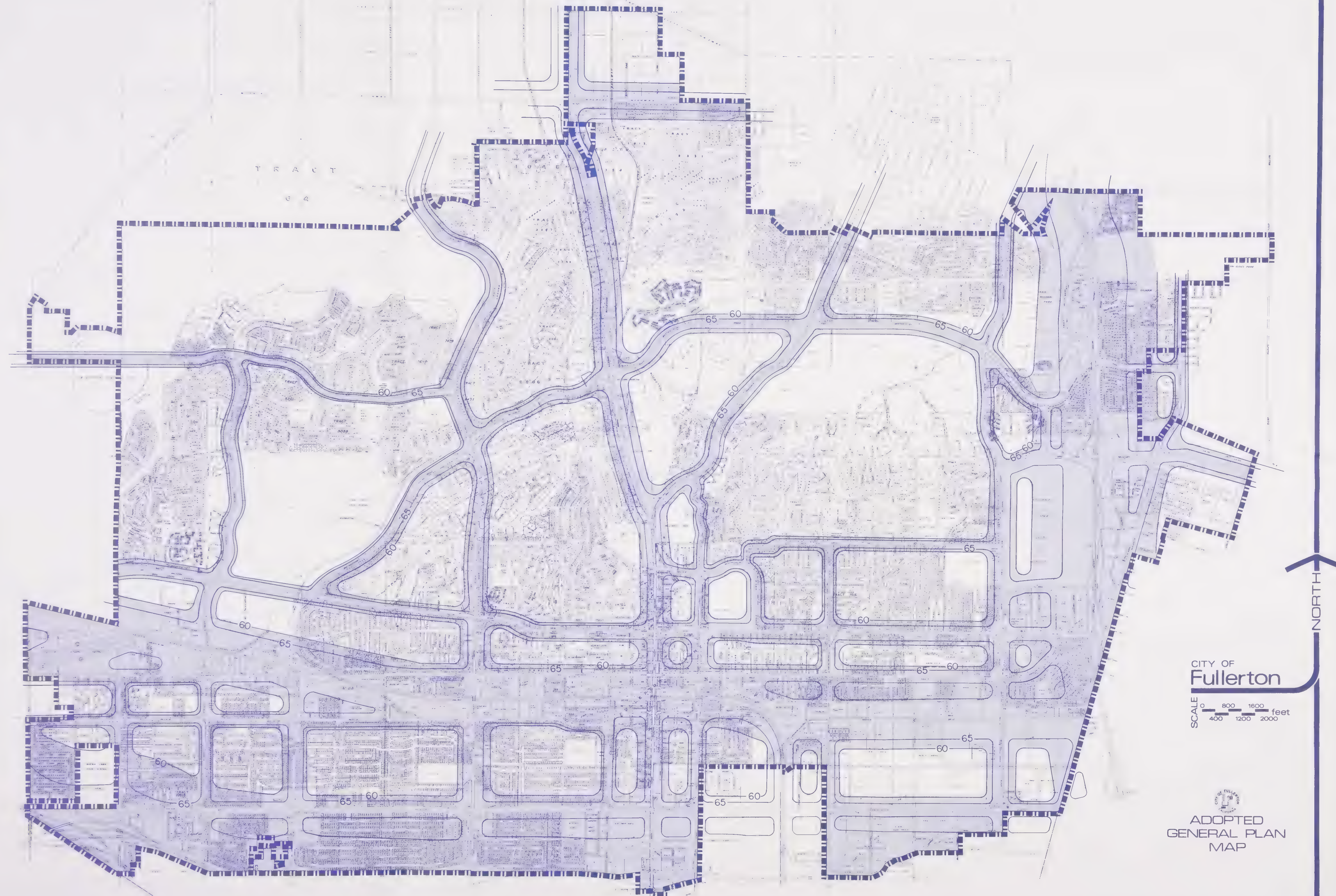


COMMUNITY HEALTH & SAFETY



CITY OF FULLERTON GENERAL PLAN MAP

NOISE CONTOURS



NOISE ABATEMENT PLAN of the COMMUNITY HEALTH & SAFETY ELEMENT

DESCRIPTION OF NOISE CONDITIONS

INTRODUCTION

In 1973 the City of Fullerton contracted with the firm of J. J. Van Houten & Associates to conduct a noise study, with special emphasis on the airport. Based on the consultant's findings and recommendations, the City of Fullerton adopted this map and accompanying text in 1974.

The Van Houten study included noise measurements and analysis and the establishment of Community Noise Equivalent Level (CNEL) contours for the City. These contours provide the composite of noise produced within the City by traffic on the highways, by train movements, by operations at the Fullerton Municipal Airport, and from related aircraft movements over a portion of the City.

The three major sources of noise with impact upon city residences are the freeways, the airport, and the railroad. As it happens, all three sources are controlled by other agencies; however, measures can be taken to reduce the impact of these noises through building standards and the use of buffering either by zoning or actual construction of noise buffers.

DEFINITIONS AND TERMS FOR NOISE MEASUREMENT

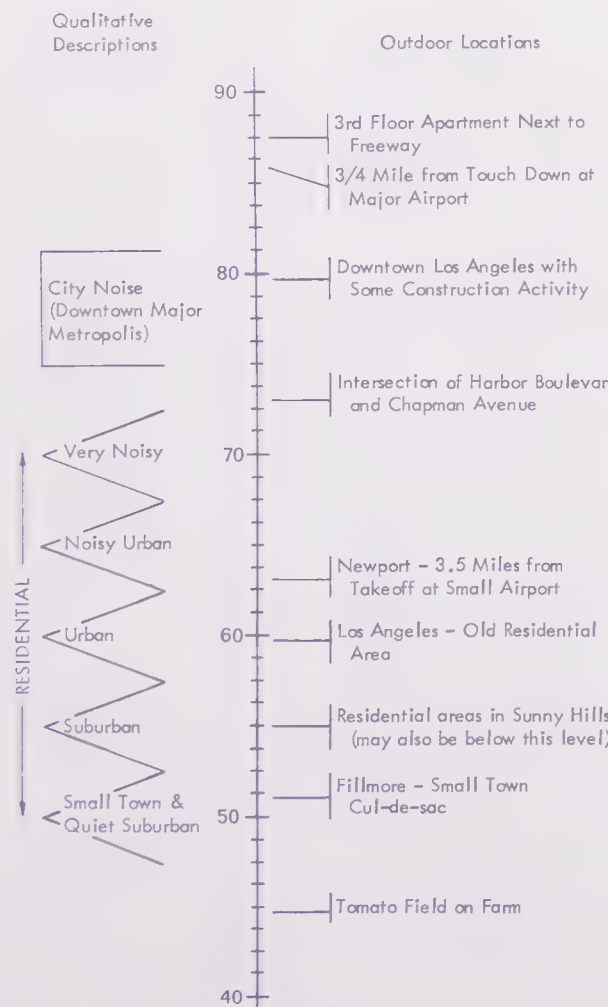
Noise, in simplest terms, is unwanted or undesired sound. It is a complex phenomenon and its impact on human activities depends on many different aspects of a single noise event or a series of noise events. A number of noise measurements have been developed to measure various aspects of noise from different noise sources. The measurements defined below are presently the most commonly used in identifying noises and establishing standards.

Decibels (dB): This is the simplest measurement and is related directly to the amount of sound energy in the sound signal. The relation is logarithmic, so an increase of 10 times in sound energy increases the noise level in decibels by 10 units, and a doubling in sound energy increases the noise level in decibels by about 3 units.

A-Weighted Decibels (dB(A)): This is the basic measurement in decibels modified to better relate to the sensitivity of the human ear. Higher frequency sound signals are accentuated in this measurement. A sound 10 decibels higher on the A-scale than a given sound is perceived as approximately twice as loud as the first sound. This noise level is commonly used in establishing standards for maximum noise levels of equipment, etc.

Community Noise Equivalent Level (CNEL): This is a measure of the noise environment over an extended period of time. The measure is computed by adding the contribution of individual noise events above a threshold level and accounting for the time each event lasts above the threshold. The individual noise events are further weighted by time of day in which the event occurs. The measure considers an average A-weighted noise level increased by 5dB for evening hours (7:00 p.m. - 10:00 p.m.) and increased by 10dB for late evening and morning hours (10:00 p.m. - 7:00 a.m.). The daytime noise levels are combined with their weighted levels and averaged to obtain a CNEL value. A comparative description of outdoor CNEL values is provided in the figure below.

OUTDOOR COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) AT TYPICAL LOCATIONS



PREVAILING NOISE SOURCES

Transportation noise accounts for most of the unacceptable levels of noise in the City of Fullerton. Major sources of transportation noise include the railroad corridor, the municipal airport, freeway, and arterial highways. Other sources of noise are generally either short term, (i.e. construction activity), or very localized (i.e. a neighbor's air conditioning unit). A short description of each of these sources of noise follows.

Railroad Corridor

The railroad corridor extends across the City in an east-west direction that roughly parallels Commonwealth Avenue. Significant levels of noise are produced along the railroad, with the distance to the 60 CNEL contour varying from approximately 1,000 feet to 1,600 feet. Near arterial highways the distance to the 60 CNEL contour is somewhat greater than it ordinarily would be. Over 40 train movements occur along this line during each 24-hour period, with approximately one-half of these occurring during night-time hours.

Train noise levels approach 80 to 90 dB(A) at residential locations bordering the right-of-way. Switchyard activity approaches 100 dB(A). These levels greatly exceed acceptable noise levels for residential areas. Residents, however, are primarily annoyed by the late night and early morning train pass-bys.

Fullerton Municipal Airport

About 95% of the operations at Fullerton Municipal Airport involve small, single engine airplanes and occur between 7:00 a.m. and 7:00 p.m. Since about 80% of the flights occur in an east to west direction, the area impacted most heavily by airport noise is located immediately west of the airport in the City of Buena Park. Peak noise levels at locations to the east and west of the runway exceed 80 dB(A). The noise impact of existing aircraft operations is not considered significant, except at a few residential locations. Relatively few complaints relating to aircraft operations are received by the airport management.

Freeways

The Orange (Route 57) and Riverside (Route 91) Freeways are significant noise sources in the easterly and southerly areas of the City, respectively.

The Riverside Freeway, which traverses the City generally along its southerly boundary, carries over 150,000 vehicles per day. The distance to the 60 CNEL contour line from the Riverside Freeway ranges from approximately 2,100 to 2,450 feet, being greater near arterial highways.

The Orange Freeway, which extends in a north-south manner in the easterly portion of the City, carries over 125,000 motor vehicles per day. The distance to the 60 CNEL contour line ranges from approximately 1,550 to 1,950 feet. The location of this contour is not significantly affected by the presence of arterial highways.

Freeway traffic noise levels at residential setbacks from freeway fences (about 40 feet) are about 73 dB(A), with peak noise levels to 77 dB(A). As mentioned, CNEL values at residential locations bordering the freeways exceed 60 dB(A). Recognized standards indicate that these exposures are excessive.

Arterial Highways

While not the most significant in terms of intensity of noise impact, arterial highways are important because of their numbers and proximity to residential areas. Except where freeways, the railroad corridor or other arterial highways intervene, the distance to the 60 CNEL contour is roughly correlated with the volume of traffic on the highway. For instance, Valencia Drive, Rosecrans Avenue, and Highland Avenue have maximum traffic volumes ranging between 7,000 and 13,000, with distances to the 60 CNEL ranging from 160 to 280 feet. Chapman Avenue, Yorba Linda Boulevard, and Euclid Street, on the other hand, have maximum traffic volumes ranging from 27,000 to 37,500 with distances to 60 CNEL ranging from 240 to 460 feet.

Other Sources of Noise

Other sources of noise in Fullerton, although they may be annoying, are generally either temporary, such as construction noise or scattered, such as home or industrial air conditioners.

Noise levels from commercial and industrial activities are not generally considered excessive. Heavy construction activity, however, can subject nearby residents to noise levels in excess of 60 dB(A) for a sustained period of time, and can reach levels in excess of 80 dB(A) regularly (measured at a distance of 50 feet).

Occasionally, the City will receive complaints concerning excessive noise of a rock band, an air conditioning unit, or a crowing rooster. These nuisances are scattered and sporadic and do not present any long term noise problems to residents.

NOISE EXPOSURE LEVELS

From noise measurements, complementing analytical procedures and traffic projections to 1984, noise exposure contours have been derived for the City and noise impact zones have been identified.





The CNEL contour Map (opposite side) has been derived by combining the noise projections for each of the transportation sources producing noise within the City. As indicated in the Map's legend, contours are provided for CNEL values from 55 to 75 dB in 5 dB increments. The areas experiencing 60 dB or more are included in the "Noise Impact Zone". The contours provide exposure levels for the projected (1984) environment.

The contours of equal CNEL values provide noise exposures for traffic projected in 1984 within the City. Increases in CNEL values between 1974 and 1984 due to traffic-generated noise will be minimal; hence, the projected CNEL values are nearly equal to those now existing within the City.

The noise level variation with time-of-day was generally found to be similar to that experienced in most populated urban areas with the exception of the train noise which is unique to the City and locations along the right-of-way. The variation in noise level within the City approximately follows the hourly variation in traffic volume. The chart to the right provides a typical noise level variation relative to the peak traffic hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) for the major arterials within the City.

One interpretation of the land use impacts of various CNEL values is given in the chart shown below. As a composite from two official sources¹, the chart indicates that in general the highest acceptable noise level range for residential areas and sensitive receptors such as schools, libraries, and hospitals is a 55-65 CNEL value. Much higher levels (65-75 CNEL) are acceptable in outdoor recreational areas and in working environments.

Approximately 19,500 dwelling units are situated in areas having noise levels of 60 CNEL or greater due to transportation-related noise. Overall, the southerly parts of the City, near the Riverside Freeway, railroad, arterial highway, and the airport, are the most severely impacted. Next in severity is the easterly portion of Fullerton, which is impacted by the Orange Freeway and several arterial highways.

LAND USE CATEGORY	CNR ZONE ¹						CNEL ² NIP ³	INTERPRETATION
	1		2		3			
	55	60	65	70	75	80		
	20	25	30	35	40	45		
Residential - Single Family, Duplex, Mobile Homes								 CLEARLY ACCEPTABLE The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. (Residential areas: both indoor and outdoor noise environments are pleasant.)
Residential - Multiple Family								
Transient Lodging								
School Classrooms; Libraries; Churches								 NORMALLY ACCEPTABLE The noise exposure is great enough to be of some concern, but common building construction will make the indoor environment acceptable, even for sleeping quarters. (Residential areas: new construction should be undertaken only after a detailed analysis is made and needed noise insulation features specified.)
Hospitals; Nursing Homes								
Auditoriums; Concert Halls; Music Shells								
Sports Arenas; Outdoor Spectator Sports								 NORMALLY UNACCEPTABLE The noise exposure is significantly more severe so that unusual and costly building construction is necessary to insure adequate performance of activities. (Residential areas: barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.)
Playgrounds; Neighborhood Parks								
Golf Courses; Riding Stables; Water Recreation; Cemeteries								
Office Buildings - Personal, Business and Professional								 CLEARLY UNACCEPTABLE The noise exposure is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.)
Commercial - Retail, Movie Theaters, Restaurants								
Commercial - Wholesale, Some Retail; Industrial; Manufacturing; Utilities								
Livestock Farming; Animal Breeding								1Composite Noise Rating 2Community Noise Equivalent Level 3Noise Exposure Forecast
Agriculture (Except Livestock); Mining; Fishing								
Public Right-of-Way								
Extensive Natural Recreational Areas								

*1) Office of Noise Control, California Department of Health and

2) "Planning Guidelines for Local Agencies", Housing and Urban Development (HUD), U.S. Government.

NOISE ABATEMENT MEASURES

PLANNING GUIDELINES OR OBJECTIVES

Goal 3 of the Community Health and Safety Element of the General Plan addresses the subject of noise and the City's role in implementing the programs stated in this goal. The following guidelines are considered.

1. Residential Zones

- Residential areas must be generally quiet.
- Residential areas should be quieter at night than during the daytime.
- Residential areas should be quieter than commercial and industrial areas.
- The interiors of residential structures should be substantially free from external noise. This includes all residential development regardless of density or dwelling type.
- Noise levels transmitted beyond or across a residential property line should be limited to the noise level considered acceptable in the receiving zone.

2. Commercial Zones

- The noise level permitted in commercial zones may exceed that of a residential area but should be less than that of an industrial area.
- The noise level in a commercial area should not interfere with normal business activity.
- Noise levels transmitted beyond or across a commercial property line should be limited to the noise level considered acceptable in the receiving zone.

3. Industrial Zones

- Noise levels within industrial zones may be higher than that in residential and commercial zones.
- Noise levels within a building should be in compliance with state and federal health and safety regulations.
- All areas of an industrial building to which the public has general access should be acoustically protected so as to limit the noise level in those areas to that of a commercial zone.
- Noise transmitted beyond or across an industrial property line should be limited to the noise level considered acceptable in the receiving zone.

4. Special Land Use Activities

- Schools, hospitals, libraries, churches and convalescent homes should be protected from excessive noise.
- In general, the noise levels in and around these special land use structures, should be no greater than is considered acceptable in a residential zone.

5. Circulation Activities

- Recognizing that the City does not have control over vehicle noise standards due to State preemption, the City should require that noise protection and mitigating residential and commercial designs be provided along the major traffic routes in accordance with the uses permitted.
- Truck traffic should not be permitted in residential zones except on designated truck routes or unless making deliveries within the area.
- New residential developments should not be permitted where traffic-generated noise levels already exceed the residential zone noise level, unless that residential development contains a means for the mitigation of noise.

NOISE IMPACT AND MITIGATION MEASURES

The table below provides a description of the various noise producing activities and noise sensitive areas within the City. The impact of each source is identified and, where considered necessary and possible, mitigating procedures for reducing the noise impact are indicated.

The impact of transportation noise on the residents of new developments is minimized by the State Building Code and local zoning ordinance requirements. Residents of existing developments adjacent to freeways may eventually obtain some relief through a State program to construct noise barriers along freeways. Relief from other types of noises in residential areas can be obtained through the City Noise Ordinance, and Federal Health and Safety regulations limit noise levels in places of employment.

The State Building Code sets maximum noise levels for the interiors of new residential dwellings. The interior of any habitable room cannot exceed an annual CNEL of 45dB. All structures located within the CNEL contours of 60dB of an existing or adopted freeway, expressway, parkway, thoroughfare, railroad or rapid transit line require an acoustical analysis showing that the building has been designed to limit interior noise levels to a CNEL of 45dB.

The City's zoning regulations permit a maximum CNEL of 60dB for all usable open space (except visual open space) in new developments. A maximum of 65dB can be permitted in exceptional circumstances.

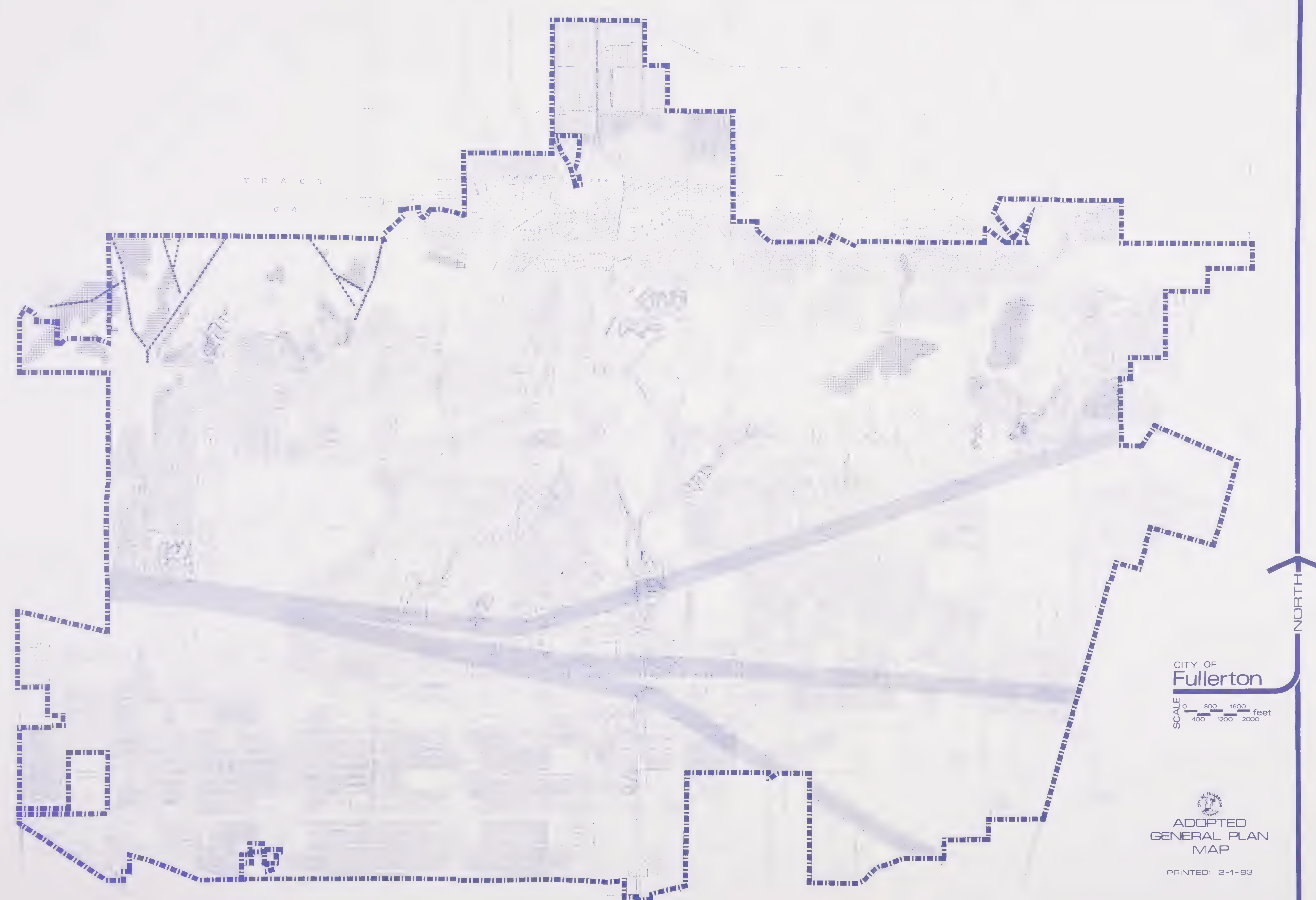
An acoustical analysis that demonstrates that these levels can be obtained is required for all residential developments proposed within the 60 CNEL contour. Noise may be mitigated by the construction of berms or concrete walls, or preferably, by a more efficient arrangement of the buildings on the site.

The City's Noise Ordinance is designed to protect residents from unnecessary, excessive and annoying sounds. It regulates the creation of noises that result in an exterior noise level greater than 55dB(A) during the evening on any residential property. Construction activities are allowed only between 7:00 a.m. and 8:00 p.m. Because enforcement of this ordinance requires special equipment to measure noise levels, the City prefers to handle complaints informally by notifying the accused offender either in writing or over the telephone and requesting abatement. Although this approach carries no legal weight, it is usually successful. Approximately 30 complaints are handled in this manner each year.

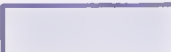

Source/Activity Category	Source Description	Impact	Mitigation
Riverside and Orange Freeway traffic noise.	Freeway traffic noise levels at residential setbacks from the freeway (about 40 feet) are about 73 dB(A) with peak noise levels to 77 dB(A).	CNEL values at residential locations bordering the freeway exceed 65. Recognized standards indicate that these exposures are excessive unless mitigating measures are taken.	Implementation of State noise and insulation standards and encourage State construction of noise buffers.
Train movements along the Santa Fe Railway and spur lines.	Train noise levels approach 80 to 90 dB(A) at residential locations bordering the right-of-way. Switchyard activity approaches 100 dB(A).	Noise levels at residential locations are excessive. Recognized standards are exceeded. The primary annoyance to residents involves the late night and early morning train pass-bys.	Creation of noise barriers-encourage railroads to participate.
Operations at the Fullerton Municipal Airport.	Peak noise levels at locations to the east and west of the runway exceed 80 dB(A).	Impact of aircraft operations is not considered significant, except at a few residential locations. Growth of activity may have an adverse impact depending upon types of aircraft.	Limit increases in late evening and early morning operations at the airport. Analyze effect any increased activity will have upon noise levels and limit such effect.
Construction activity.	Noise level of construction operations approach 100 dB(A) at distances to 50 feet and about 80 dB(A) at locations to 500 feet.	Minimal impact for two or three months of activity during daytime hours.	Heavy construction should be limited to the week-day hours, from 7:00 a.m. to 6:00 p.m. with minimal activity on week-ends. Noise of construction equipment should be considered in the procurement of equipment by the City Departments.
Commercial/Industrial noise producing elements.	Carwash facilities and industrial air conditioning equipment may produce noise levels to 75 dB(A) at nearby residential locations.	In general, commercial/industrial noise within the City is not considered excessive.	The adoption of a noise ordinance will minimize fixed sources of noise. Delivery hours should be limited where activity will affect residential areas.
Schools, hospitals, and parks.	Noise at these locations is generated by traffic on the arterials adjacent to the spaces or facilities.	In general, the noise levels at most locations of concern is not considered excessive.	Noise ought to be a consideration in selection or relocation of school sites within the City.

CITY OF FULLERTON GENERAL PLAN MAP

SEISMIC & FAULT HAZARD ZONES



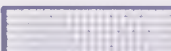
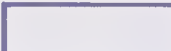
PRIMARY SEISMIC EFFECTS

-  **ZONE A**
PROBABLE LOCATION OR RANGE OF LOCATIONS OF THE NORWALK OR RELATED FAULT. SURFACE RUPTURE IS CONSIDERED VERY REMOTE.
-  **ZONE B**
AREAS SUBJECT TO GROUND SHAKING (TOTAL CITY). SHAKING IS CONSIDERED ABOUT EQUAL IN INTENSITY THROUGHOUT THE CITY FOR ANY EARTHQUAKE.

NON-TECTONIC FAULTS

-  **ZONE C**
LOCATION OF MINOR FAULTS SUBJECT TO SMALL NON-TECTONIC DISPLACEMENTS.

SECONDARY EFFECTS

-  **ZONE D**
AREAS MOST SUBJECT TO SEISMICALLY INDUCED BEDROCK LANDSLIDES.
-  **ZONE E**
AREAS MOST SUBJECT TO LIQUEFACTION, CONSOLIDATION WITH CONSEQUENTIAL SUBSIDENCE, AND LURCHING IN ANY COMBINATION.

 **CITY BOUNDARY**

SEISMIC SAFETY PLAN of the COMMUNITY HEALTH & SAFETY ELEMENT

DESCRIPTION OF SEISMIC CONDITIONS

SEISMIC SAFETY FINDINGS

INTRODUCTION

The Seismic Safety component of the Community Health and Safety Element was prepared from a report by W. A. Wahler and Associates, engineering geologists who did a seismic and geologic analysis of the City and with special emphasis given to the East and West Coyote Hills. The report identified as a Technical Appendix in this discussion is their "Seismic Safety Element Study - Phase II" which includes a complete report on their methodology, findings, and conclusions. That report is incorporated by reference into this document and shall be held on file in the Development Services Department offices, to be available to the public.

SEISMIC FORCE

An earthquake is the oscillatory and sometimes violent movement of the earth's surface that follows a release of energy in the earth's crust. This energy can be generated by a sudden displacement of segments of crust, by a volcanic eruption, or even by manmade explosions. Most destructive quakes, however, are caused by dislocations of the crust along a fault line. When subjected to deepseated forces the crust may first bend and then, when the stress exceeds the strengths of the rocks, the crust breaks and "snaps" to a new position. In the process of breaking, vibrations called "seismic waves" are generated which travel from the source of the earthquake to more distant places at varying speeds. These vibrations cause the entire planet to "quiver".

Ground rupture and displacement are surface expressions of earthquakes which originate on subsurface faults. Earthquakes occur at various depths within the earth's crust. The point below the surface where the rupture first occurs is known as the focus. The epicenter is that point on the earth's surface directly above the focus, but it may not be the area of maximum damage.

For planning purposes there are two kinds of faults: active and inactive. The former are those faults which have experienced displacement in recent geologic time, suggesting that future displacement can be expected. Inactive faults are those that have shown no evidence of movement in recent geologic time, suggesting that these faults are dormant. Some faults called "inactive" are so termed due to lack of knowledge of their nature, location, and activity.

GEOLOGIC SETTING AFFECTING SEISMIC ACTIVITY

The City of Fullerton, as part of the geology of Southern California, shares the seismic conditions of the region as a whole and has its own particular seismic problems. Within the regional context, the seismic history of Southern California suggests that eight faults are potentially damaging to Fullerton. These faults are listed below in order of distance from the City and located on the map to the right.

Fault	Nearest Distance From Fullerton City Limits in Miles	Approximate Length Of Fault in Miles
Narwalk	0	18
Whittier	1.6	30
Newport-Inglewood	9.8	150+
Chino-Elsinore	10.1	150+
Sierra Madre	14.4	55
Santa Monica-Raymond Hill	16.7	100
San Jacinto	35 (Average)	275
San Andreas (Southern Segment)	37 (Average)	300+

The Narwalk Fault, although considered a minor fault, is projected as passing through the Fullerton area; a discussion of its potential seismic hazard is found to the far right.

A study of the local geologic setting shows that the City of Fullerton is situated on flat to hilly terrain in what is called the Central Block of the Los Angeles Basin. There are three natural geologic-geographic divisions of the basin represented in Fullerton; from south to north, they are:

The Central Plain, which extends from the south city limits northerly to the south edge of the Coyote Hills. This division makes up about one-half of the City;

The Coyote Hills, which makes up the northern portion, and also about one-half of the City; and

A small area north of the Coyote Hills, which projects northerly into the La Habra Valley.

Most of the geologic structures trend roughly east-west in the area, which is illustrated in a cross section below. This cross section shows the major groups of geologic strata in the Fullerton area: on the north a little area of Basement Complex schist which underlies the Puente Hills at depth; over this basement rock is the Puente formation, a series of shales and sandstone of Miocene Age (approximately 15 million years old). South of the Whittier Fault the Puente formation is present only at great depth, below the Fernando Formation. The Fernando Formation consists of beds of sandstone and silty sandstone of Pliocene Age (age range of 3-12 million years old). Overlying the Fernando is the Quaternary group: San Pedro, Coyote Hills, and La Habra formation, and on top of them alluvium. The Quaternary represents the last three million years on the geologic time scale. These formations consist of sandstone, siltstone, and conglomerate beds that are poorly indurated (not strongly jointed together).

SEISMIC MEASUREMENT

Earthquakes are not all the same. The first attempt to classify earthquakes involved a description of their intensity. The scale used to measure the intensity of a quake is the Modified Mercalli Scale, with intensities ranging in strength from I to XII. In 1932 Charles Richter developed a method to deduce from seismologic instruments the magnitude of an earthquake. The magnitude assigns a number to the calculated energy release of an earthquake; thus, earthquakes may be ranked and compared, even though they are rated independently.

It is difficult to compare magnitude and intensity because the latter is linked with the particular ground and structural conditions of a given area, as well as distance from the earthquake epicenter. Magnitude, conversely, is a measure of the energy released at the focus of the earthquake. A rough comparison between the Richter Magnitude and the Mercalli Intensity Scales is represented below:

Richter Magnitude	Expected Modified Mercalli Maximum Intensity (at epicenter)
2	I-II Usually detected only by instruments
3	III Felt indoors
4	IV-V Felt by most people; slight damage
5	VI-VII Felt by all; many frightened and run outdoors; damage minor to moderate
6	VII-VIII Everybody runs outdoors; damage moderate to major
7	IX-X Major damage
8+	X-XII Total and major damage

EFFECT OF SEISMIC HAZARDS ON THE COMMUNITY

Seismic hazards exist in many forms and degrees of severity. Seismic hazards include both natural phenomena and manmade things that are capable of causing a loss to individuals or a community when an earthquake occurs. The loss may be structural, physical (bodily injury or death) or financial. Thus, a steep slope that might be unstable when loaded by earthquake vibration is a landslide hazard. An unreinforced parapet wall on a building might fall to the street and injure people; it is a type of structural hazard.

Fullerton is subject to strong earthquake shaking likely to occur in the foreseeable future. The historic record provides a clue to future probabilities. The Fullerton area has experienced Modified Mercalli Intensity VII (the onset of structural damage) six times in the 205 years of historic earthquake records in Southern California.

It is widely held that a major earthquake will occur in the San Andreas Fault within 50 years. Other closer faults may have earthquakes also, of course, and in a sense this simply adds to the hazard posed by the San Andreas Fault. (Fifty years is chosen as a time interval of interest, because it is within the lifetime of those presently living - or the lifetime of their children. From an economic standpoint, the life of a major structure is seldom taken as more than 100 years, so very rare seismic hazards [such as earthquakes with very long recurrence intervals] may be only of minor interest.)

The effect of seismic hazards on the community will vary with three factors: intensity of the hazard, the density of the population, and the nature of the precautions taken. Effects of seismic hazards include life loss, injury, damage to structures and property, and economic loss. Economic loss stems not only from damaged facilities which must be repaired, but from disruption of normal activities and loss of wages during the recovery period. The cumulative effect can be great, and the recovery period may take several years.

ASSOCIATED HAZARDS OF SEISMIC ACTIVITY

The principal secondary hazards to the City of Fullerton that may result from earthquakes are ground shaking, surface faulting, seiches and ground failure. The latter range from small cracks that may occur as the result of the response of juxtaposed materials having different characteristics, to large scale failures resulting from landsliding, consolidation, or liquefaction. These may also include subsidence and lurching.

1. Landslides

Earthquakes and landslides are sometimes related in that landslides often occur during or after strong earthquakes. The relationship should be thought of as the former triggering the latter. Despite the type of slide, the earthquake acts to trigger an existing, potentially unstable condition.

Areas subject to seismically induced landslides are limited to the steeper portions of the Coyote Hills and are identical to the areas subject to landslides from nonseismic activity. The probability of seismically induced bedrock landslides occurring elsewhere is low. Additionally, small soil slips can occur throughout the Coyote Hills.

2. Consolidation and Subsidence

Settlement of underconsolidated soils may occur during earthquake shaking as a result of a more efficient rearrangement of the individual grains. Again, the earthquake must be considered a triggering mechanism acting on an already unstable condition.

This process can result in a slight lowering of the ground surface which can vary in amount from place to place. Although not considered a major problem, areas containing zones subject to subsidence resulting from consolidation are shown on the map. Other parts of the City may experience minor subsidence from a major earthquake in small scattered areas. Damage from subsidence is likely to be greatly overshadowed by damage resulting from ground shaking.

7. Surface Faulting

Fault rupture zones are areas where surficial displacements might occur along potentially active faults. Generally, fault rupture in a moderate earthquake may or may not extend to the ground surface, since fault rupture occurs along a plane in rock at average depths of three to ten miles.

Indicated on the Seismic Map - along the south edge of the Coyote Hills and in the southern section of the City - are three bands showing the possible location of the Narwalk or related fault(s). Generally, only earthquakes of a magnitude of 6.5 or more are marked by surface rupture along the fault plane. However, surface displacements have been associated with smaller earthquakes. The chance of great damage due to surficial displacement from a moderate earthquake on the Narwalk Fault is remote.

There is a possibility, however, that nontectonic displacement could occur in the West Coyote Hills. The faults capable of this are the Idaho Canyon Fault and all known faults in the West Coyote Hills that extend down to oil producing zones. Stresses introduced at the producing zone levels may result in strains that are relieved by displacement along faults at the producing level, and these displacements may extend to the ground surface.

In addition to the slim possibility of earthquake induced surficial displacement on the Narwalk Fault and the above, the northern-most of the three bands may be subject to very minor tectonic creep. Further, it may also be subject to very minor creep induced by oil operations in the Coyote Hills.

3. Liquefaction

This is a further complication of consolidation and occurs when water is forced out of the pores of the soil as it "settles". This excess water momentarily liquefies the soil, causing an almost complete loss of strength. If this layer is at the surface, its effect is much like that of quicksand on any structure located on it. If the liquified layer is in the subsurface, the material above it may slide laterally depending on the confinement of the unstable mass.

Liquefaction potential is based on three criteria: relative density, grain size distribution of unconsolidated sediments, and the depth of ground water. Loose, saturated, sandy materials (cohesionless) are the principal candidates for liquefaction due to earthquake movements. If the water table is more than 30 to 50 feet, liquefaction is extremely unlikely.

Relatively small areas potentially subject to liquefaction are scattered throughout the Coyote Hills. Because of the small size of the potentially liquefiable areas and the fact that they will be removed or reworked prior to development, they are not considered a significant hazard.

4. Lurching

Lurching is the actual displacement or movement of the ground due to the passage of seismic waves. If the ground does not return to its original position, lurching effects (principally cracks, mounds, and minor slumps) are found. These are limited to soils and unconsolidated deposits. Lurching effects are not expected to be severe in the Fullerton area.

5. Seiche

A seiche is an earthquake-induced water wave which occurs in a body of water such as ponds, lakes, or reservoirs and is characterized as the "sloshing" of water. Seiches may raise and lower a water surface from a few inches to several feet, and they usually occur in moderate to great earthquakes.

Seiches can be a hazard in large open reservoirs, but Fullerton has no large, permanent reservoirs. The flood control reservoirs are full so rarely and for such brief durations that the probability of seiche damage is extremely low. Minor seiches will occur in pools or ponds and at Laguna Lake, but they should not exceed the height of small wind waves. A tsunami is an earthquake-caused ocean wave, and since Fullerton is removed from the coast, this is not a hazard.

6. Ground Shaking

Ground shaking is probably the most damaging result of an earthquake because of the large area subject to shaking. (The San Francisco earthquake in 1906 had a magnitude of 8.3 and was felt over 375,000 square miles.) Losses from earthquake shaking will be greater than any other geologic problem.

Earthquake shaking potential within the area of the City is considered to be moderate. The majority of new structures, and particularly those built after 1975, is anticipated to survive such ground shaking with little or no structural damage.

The possibility does exist, however, that particular older structures may suffer major damage or collapse if inadequately constructed or not designed to withstand such shaking forces. Unreinforced brick and similar construction may pose problems in the downtown area of the City.

SUMMARY OF POTENTIAL SEISMIC HAZARDS

The City of Fullerton, like many other cities in Southern California, is subject to damage from earthquakes. As in most other cities, the greatest potential damage and potential for injury due to an earthquake lies with buildings (especially older multi-story or large buildings) that cannot withstand earthquake shaking rather than from ground rupture. The older buildings also constitute the likely major source of death and injury as a result of an earthquake. Ground shaking effects on buildings and other structures can cause widespread and extensive damage, whereas landslides, liquefaction, consolidation and surficial fault rupture are localized. In effect, planning future buildings that can survive earthquakes is relatively easy; correcting the hazards posed by older structures is relatively difficult.

No major faults cut through Fullerton, but two potentially active minor fault systems do lie within the City. These are the Narwalk Fault and the Idaho Canyon Fault. The Narwalk and Idaho Canyon Faults, and some faults in the Coyote Hills similar to the Idaho Canyon Fault, deserve some special considerations in land use planning. The Narwalk Fault has not been located precisely at the ground surface or is capable of producing surface rupture during an earthquake. Three bands are defined in the Technical Appendix and shown on the Map, each of which might contain the Narwalk or a related fault, if the fault extends to or near the ground surface. The principal action to take with respect to the Narwalk Fault is to adopt policies requiring that more knowledge be gained about it. Because this fault is projected to traverse the City in some manner, its description and potential impacts have been further defined on the right.

Although potentially active faults within the City deserve special precautions, of even greater economic concern is a likely moderate to great earthquake on any of several active local and regional faults. Fullerton is subject to the ground shaking effects from earthquakes on several faults. One of these, the "controlling earthquake", is a magnitude 8.25 event on the San Andreas Fault. This earthquake equals or overshadows likely earthquakes on the San Jacinto, Newport-Inglewood, Sierra Madre, Santa Monica-Raymond Hill and, in most respects, even a likely moderate earthquake on the Whittier Fault. As a guide to planning, studies were performed to determine if different parts of the City have different seismic response (ground shaking) characteristics or are subject to specific seismic hazards. Five seismic and fault hazard zones have been delineated on the map as follows:

- Zone A - Possible location of Narwalk or related fault,
- Zone B - Ground Shaking,
- Zone C - Potential for nontectonic surface rupture along minor faults in the West Coyote Hills,
- Zone D - Possibly seismically induced bedrock landslides,
- Zone E - Areas most likely to be subject to liquefaction, consolidation, and lurching effects.

Seismic Hazard Zone B, Ground Shaking, contains the entire City and all the other hazard zones. Seismic Hazard Zone A contains about 6% of the total area of the City. Seismic Hazard Zone C contains about 1% of the City. Seismic Hazard Zone D contains about 3% of the City, and Seismic Hazard Zone E about 10% of the City. Thus, around 80% of the City of Fullerton is judged relatively free of all earthquake effects except ground shaking and attendant structural damage.

THE NORWALK FAULT

In spite of several decades of geologic knowledge of its existence, this fault remains an enigma. While it has been explored, the available geologic knowledge about the Narwalk Fault is not enough to provide a solid basis for answering questions about it.

Based on research conducted by W. A. Wahler & Associates and on their judgment, the following assumptions or conclusions have been made:

The Narwalk Fault is real. The Narwalk Fault plane extends close to the ground surface from great depth in its upper few thousand feet or less, the fault plane may play into two or more fractures. West of the West Coyote Hills, the evidence of the fault's existence becomes vague. It probably does not extend west of the San Gabriel River. East of the West Coyote Hills, the fault might trend along the base of the East Coyote Hills and bend northeasterly, trending near the intersection of State College Boulevard and Yorba Linda Boulevard, and then continuing northeasterly through the vicinity of Carbon Canyon Dam to join the Whittier Fault north of the dam. Some vague and disputable evidence exists that minor amounts of surficial creep-like disturbance may be taking place in the vicinity of the projected location of the Narwalk Fault at the southern boundary of the East Coyote Hills. This has disturbed a few curbs, low walls, paving and sidewalks. Consultants did not see any evidence of structural distress in houses in the area, although houses were examined only from the street. The topographic break along the southern boundaries of both the East and West Coyote Hills probably represents the location of the Narwalk Fault at the surface. Seismic evidence strongly suggests that at least a low level of seismic activity is associated with the Narwalk Fault.

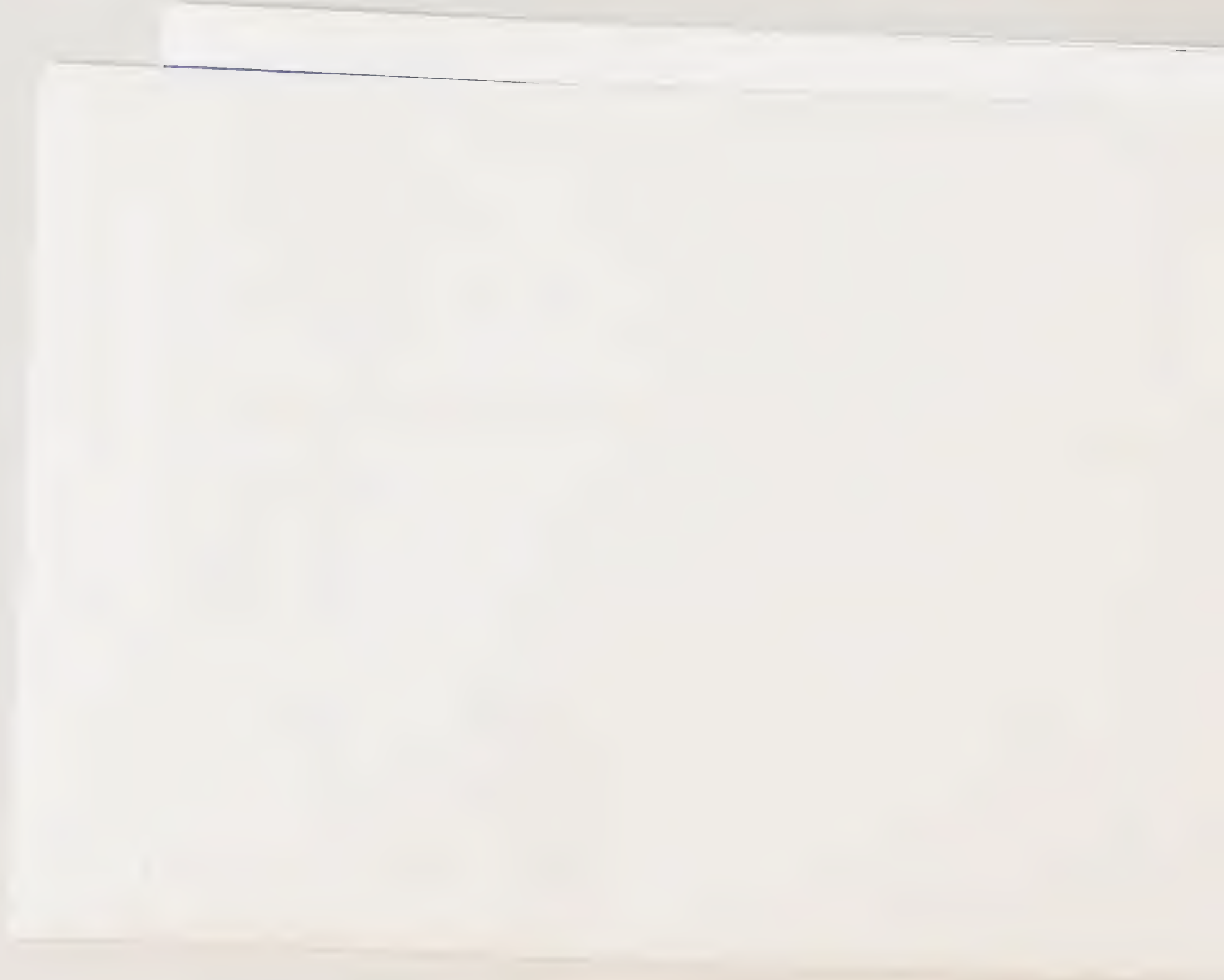
A maximum probable magnitude of 5.0 is suggested for this fault. The map illustrates the principal locations of the surface projection of the Narwalk Fault, as proposed by different geologists. The apparent disagreements stem from several factors which include dated research methods, special purpose studies, conservation in judgment, and judgments made on limited information.

INFLUENCE OF SEISMIC HAZARDS ON PLANNING

Seismic hazards place constraints on land use, even to the point of restricting most construction in some critical areas. In Fullerton there is no apparent need for massive restrictions on large areas of land by virtue of seismic hazards. However, some general guidelines and restrictions are reasonable.

The effects of seismic hazards can in part be reduced by suitable investigations to determine design parameters and mitigated by suitable design measures. Additionally, the effects of seismic hazards can be mitigated by avoiding hazardous areas with certain classes of structures. The chart below classifies proposed new land uses and indicates which uses are "acceptable", "conditionally acceptable", and "not recommended" based on interpretations of seismic hazard in the five hazard zones. The conditions attaching to the "conditionally acceptable" uses are explained by the notes.

EVALUATION OF ACCEPTABLE LAND USES IN SEISMIC HAZARD ZONES																		NOTES
NEW LAND USES	ACCEPTABLE WITH BASIC UBC PROVISIONS					CONDITIONALLY ACCEPTABLE					NOT RECOMMENDED							
	HAZARD ZONES FROM SEISMIC MAP																	
	A	B	C	D	E	See Note	A	B	C	D	E	See Note	A	B	C	D	E	
GROUP ONE: CRITICAL STRUCTURE												5						6
Hospitals						1										X		1
Schools						1										X		1
Police and Fire Stations							X	X	X	3	X	X				X		3
Emergency Facilities							X	X	X	3	X	X				X		3
Civic Center Buildings							X	X	X	3	X	X				X		3
Detention Facilities							X	X	X	3	X	X				X		3
Major Utility Structures							X	X	X	3	X	X				X		3
Dams						2					2	X						2
GROUP TWO: MAJOR AND TALL STRUCTURES												5						6
Office Buildings, High Occupancy	X						X		X	X	4				X			
Large Span and Large Commercial	X						X		X	X	4				X			
Large Industrial	X						X		X	X	4				X			
Utility Offices and Plants	X						X		X	X	4				X			
Transportation (Ground and Air)	X						X		X	X	4				X			
GROUP THREE: SMALLER BUILDINGS																		6
Light Industrial	X						X		X	X					X			
Residential (One-Two Family)							X		X	X					X			
Multiple Unit Residential							X		X	X					X			
Small Commercial	X						X		X	X					X			
GROUP FOUR: OPEN SPACE																		
Parks	X	X	X	X	X		X	X	X	X	X							
Other Public or Private Open Space	X	X	X	X	X		X	X	X	X	X							
Agriculture	X	X	X	X	X		X	X	X	X	X							
Small Structures not for Human Occupancy	X	X	X	X	X		X	X	X	X	X							



GOAL 1

EFFICIENT, WELL-EQUIPPED AND RESPONSIVE FIRE AND POLICE DEPARTMENTS WHICH OFFER MAXIMUM FEASIBLE PERSONAL SAFETY AND PROTECTION FROM LOSS OF LIFE AND PROPERTY.

POLICIES

- A. The City will continue to research and implement methods of improving the efficiency of the fire and police forces.

- B. The City will expand its police and fire services as necessary to serve increased needs.

PURPOSE

1. Utilize manpower in a cost-effective manner.
 2. Reduce the number of deaths, the severity of injuries, and amount of property loss per capita due to accidents, crime, fire, or medical emergency.
 3. Retain effective response times for police and fire emergency calls.
 4. Increase the percentage of crimes cleared.
-
1. Extend the same level of protection enjoyed by current residents to residents of newly developed areas of the City.
 2. Retain a fire insurance rating that is the most appropriate and cost effective for the City.

PROGRAMS

- a. Maintenance or replacement of equipment as necessary.
 - b. Research and evaluation of new developments in police science and fire protection and their implementation where feasible.
 - c. Staff training and re-education courses (paramedic training, counselling, law and ordinance education, etc.).
 - d. Participation in statewide police and fire organizations.
 - e. Continuation of computer assistance for patrol investigation, record management, planning and distribution of information.
-
- a. Development of advanced plans based on population and housing projections.
 - b. Expansion of water and hydrant system as necessary.
 - c. Extension or improvement of arterial streets as necessary to serve new development and expanding areas.
 - d. Relocation, enlargement and improvement of fire stations as necessary.

POLICIES

- C. The City will encourage physical planning techniques which will help prevent accidents, crimes, and fires.
- D. The City will improve streets, sidewalks, trails, and paths where needed and maintain them in a safe condition.

(See the Circulation/Transportation Element for related policies.)

PURPOSE

1. Increase the public's knowledge of effective building safety, security, and site planning techniques.
 2. Ensure adequate access to and visibility of all new buildings, subdivisions, and park and open space areas.
-
1. Reduce the number of deaths, severity of injuries and amount of property damage due to accidents.
 2. Reduce the number of assaults.

PROGRAMS

- a. Educational activities and talks to the public.
 - b. Adoption of revised editions of State Building and Fire Codes.
 - c. Review of proposed development and park projects by police and fire departments.
 - d. Prohibition of parking on streets wherever traffic safety dictates.
 - e. Investigation of the feasibility to establish fire lanes in developments of high hazard potential.
 - f. Regular fire safety inspections of residential, commercial, and industrial properties.
-
- a. Engineering studies, including biennial traffic surveys, to determine areas of congestion and conflict and areas in need of maintenance services.
 - b. Improvement of City street lighting systems as necessary and installation of safety lighting at intersections and in deficient areas.
 - c. Maintenance and improvement of traffic signalization, including the installation of directional and regulatory signs and signals.
 - d. Maintenance of existing streets, alleys, sidewalks, trails and paths.
 - e. Provision of school crossing guards where needed.

(See the Circulation/Transportation Element for related programs.)

POLICIES

- E. The City will provide safe and efficient airport operations.

(See the Circulation/Transportation Element for related policies.)

- F. The City will be prepared to provide emergency services in the event of a major disaster.

PURPOSE

1. Reduce the number and severity of accidents.

1. Reduce the number of deaths and extent of injuries and property damage.
2. Restore essential services as soon as possible following a disaster.
3. Protect remaining resources.
4. Retain a continuity in governmental functions.
5. Coordinate services with civil defense and emergency service organizations of other jurisdictions.

PROGRAMS

- a. Provision and maintenance of a "clear zone" at both ends of the airport runway.
- b. Regulation of heights on all sides of the airport.
- c. Removal of buildings and other objects that protrude into the clear zone or penetrate the transitional slope.
- d. Placement and maintenance of emergency vehicles and equipment at or near the airport.
- e. Improvement of runway design to accommodate high-speed turnoffs.

(See the Circulation/Transportation Element for related programs.)

- a. Implementation of the Disaster Preparedness Plan as necessary.
- b. Involvement of key City personnel in annual practice drills for disaster preparedness.

GOAL 2

A HIGH LEVEL OF COMMUNICATION REFLECTING CITIZEN PARTICIPATION IN POLICY DEVELOPMENT AND DELIVERY OF FIRE AND POLICE SERVICES.

POLICIES

- A. The City will encourage citizens to assist the Police and Fire Departments with crime, fire and accident prevention.

- B. The City will encourage citizen participation in policy development.

PURPOSE

1. Increase the public's awareness of appropriate emergency actions.
 2. Increase civic pride and responsibility.
 3. Reduce the number of preventable accidents, crimes, and fires.
-
1. Improve officer attitude and conduct.
 2. Increase the public's trust in the police and fire departments.
 3. Increase the public's understanding of the justice system.

PROGRAMS

- a. Continuation of educational activities and talks to the public and implementation of new educational activities as the need arises.
 - b. Participation in joint activities with community organizations.
 - c. Expansion of Neighborhood Watch.
 - d. Continuation of mandatory inspections and performance of safety inspections of homes and businesses upon request.
 - e. Commendations to citizens who have made exceptional contributions to public safety.
-
- a. Identification of type and levels of services desired by the community.
 - b. Identification of public safety training needs.
 - c. Assistance to Police-Community Council.
 - d. Discussions with the public to determine citizen perception of officer conduct and service expectations.
 - e. Establishment of procedures to evaluate and implement suggestions received from the public.
 - f. Distribution of brochures such as "Laws for Youth".

POLICIES

- C. The City will coordinate police activities with related social services.

PURPOSE

1. Reduce the number of individuals who become involved in criminal activity.
2. Refer juveniles to qualified community-based service agencies whenever possible.
3. Reduce the long-term effects of crime on victims.
4. Better utilize existing social services through appropriate police referrals.

(See the Community Services Element for related policies.)

PROGRAMS

- a. Development of coordinated social and recreational services for youth within the City as well as with neighboring cities and the County.
- b. Continuation of juvenile diversion activities.
- c. Police education classes to inform officers which agencies provide particular social services.
- d. Dissemination of information to crime and emergency victims regarding available social services.
- e. Continuation of Senior Citizens' Victim Assistance.
- f. Continuation of the community-based services and facilities for adult and juvenile restitution.
- g. Establishment of regular communication between the Police Department and the Community Services Department.

(See the Community Services Element for related programs.)

GOAL 3

A COMMUNITY WITH MAXIMUM FEASIBLE PROTECTION FROM NOISE AND SEISMIC HAZARDS.

POLICIES

- A. The City will maintain noise level standards and will facilitate efforts of residents to obtain relief from excessive noise.

- B. The City will promote public awareness of geologic and seismic hazards and mitigation measures.

PURPOSE

- 1. Retain the external noise levels in residential areas below 60 CNEL.
 - 2. Retain the internal noise levels in residential developments below 45 CNEL.
-
- 1. Minimize loss of life or damage to persons or property due to seismic hazards.

PROGRAMS

- a. Enforcement of State building code, zoning ordinance, and aircraft operating ordinance provisions.
 - b. Encouragement of the use of quiet aircraft and aircraft operations.
 - c. Review of projected noise levels in the EIR's for new developments.
 - d. Review and participation of Federal and State noise abatement activities.
 - e. Enforcement of the City's noise ordinance.
-
- a. Maintenance of geologic and seismic data on Fullerton which is updated and accessible to the public.
 - b. Distribution of pamphlets explaining hazards, mitigation measures and emergency actions.
 - c. Intensification of public education activities following an official earthquake prediction.

POLICIES

- C. The City will take reasonable measures to protect the public from structural failures resulting from earthquakes.

(See the Land Use Element for related policies.)

PURPOSE

1. Ensure new structures will be able to withstand a moderate earthquake without structural damage.
2. Correct structural deficiencies in public buildings that will be needed after a disaster.

PROGRAMS

- a. Mandatory site plan standards which require developers to take appropriate mitigation measures where seismic hazards are suspected.
- b. Adoption and enforcement of revised editions of the Uniform Building Code.
- c. Inspections of seismic hazards upon request.
- d. Identification and inspection of all public buildings that will be needed after a disaster, checking for structural deficiencies and making needed corrections.
- e. Identification and inspection for structural deficiencies of all buildings of high or involuntary occupancy and notification to owners.

(See the Land Use Element for related programs.)

GOAL 4

PROPERLY DESIGNED AND MAINTAINED UTILITY, FLOOD CONTROL, AND SANITARY SEWER SYSTEMS TO MEET THE NEEDS OF PRESENT RESIDENTS, ACCOMMODATE FUTURE GROWTH, AND AFFORD PROPER HEALTH AND SAFETY PROTECTION.

POLICIES

- A. The City will expand its water system as land development and population growth dictates.
- B. The City will provide local flood control protection.

PURPOSE

1. Retain the current level of water service
 2. Provide a sufficient water supply to meet the City's fire protection needs.
 3. Provide an emergency supply of water sufficient to meet the needs of City residents for at least 3 days.
-
1. Prevent flooding of property improvements.
 2. Prevent local drainage problems due to poor building or site design.

PROGRAMS

- a. Installation or replacement of water mains where necessary to provide sufficient fire flows.
 - b. Installation of fire hydrants where needed in both existing and new developments.
 - c. Construction of storage facilities, booster stations and transmission lines in accordance with new development and population growth.
-
- a. Establishment of site plan standards which require developers to install storm drain facilities.
 - b. Completion of the primary storm drainage system.
 - c. Periodic review of storm drain priority list.
 - d. Review and revision of flood hazard map as improvements are made.
 - e. Review and revision of building and site plans for impact of runoff.
 - f. Distribution of information to residents of proper slope maintenance techniques.

POLICIES

C. The City will provide a safe and sufficient trunk sewer system and will control the design and construction of new local sewerage facilities.

D. The City will arrange for refuse collection and street sweeping services.

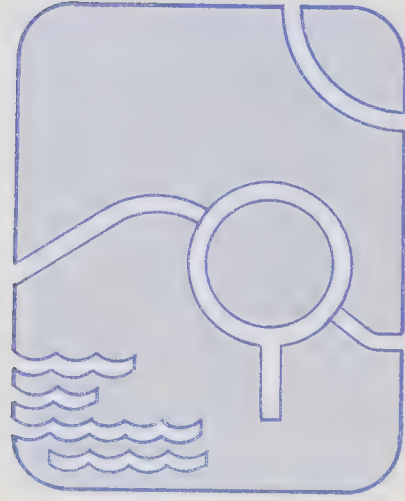
PURPOSE

1. Retain sufficient sewer capacity to serve future users.
2. Provide quality sewer installation.

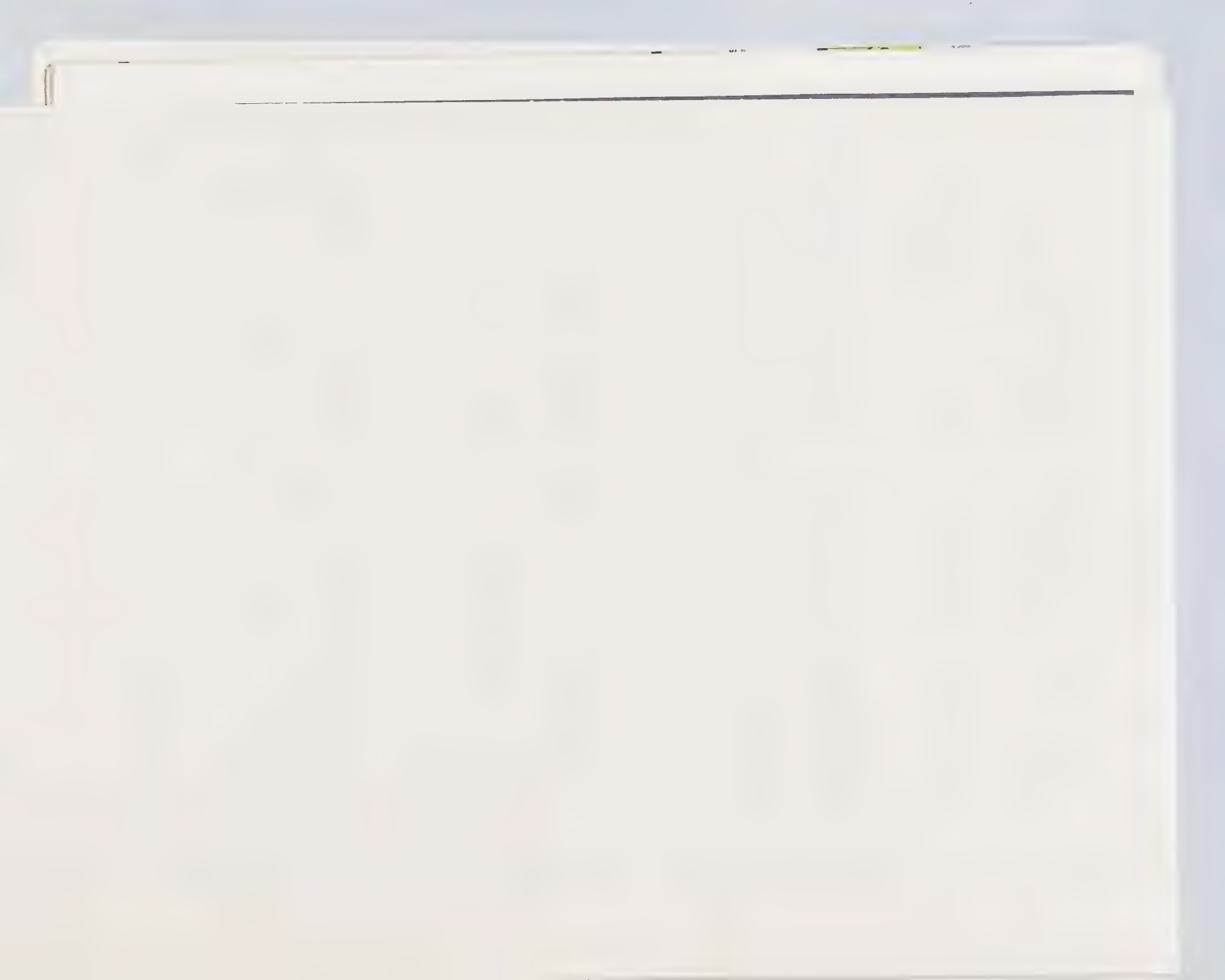
1. Coordinate street sweeping and refuse collection services in all City neighborhoods.

PROGRAMS

- a. Establishment of site plan standards that require developers to install sewerage facilities.
 - b. Continuation of the issuance of sewer permits and inspection of completed sewer hookups.
 - c. Periodic review of sewer relief facility priority list.
 - d. Construction of relief sewers in logical, priority-oriented sequence.
-
- a. Street sweeping and refuse collection services as often as necessary.
 - b. Periodic review of the quality and efficiency of refuse collection and street sweeping operations.
 - c. Establishment of an anti-litter campaign.



RESOURCE MANAGEMENT



CITY OF FULLERTON GENERAL PLAN MAP

RESOURCE MANAGEMENT

OPEN SPACE RESOURCES

- AREAS FOR PUBLIC PARKS & GREENBELTS
- AREAS FOR OTHER RECREATIONAL USES
- AREAS FOR LAND CONSERVATION

▼ VISTA POINT

SCENIC CORRIDOR
EXISTING STREET
PROPOSED STREET

HISTORIC & CULTURAL SITES

- IDENTIFIED HISTORIC DISTRICT
- DESIGNATED LOCAL OR NATIONAL LANDMARK

CITY BOUNDARY



CITY OF
Fullerton
SCALE
0 800 1600 feet
400 1200 2000

ADOPTED
GENERAL PLAN
MAP
PRINTED: 2-1-83

THE RESOURCE MANAGEMENT ELEMENT of the GENERAL PLAN

The Resource Management Element combines several environmental concerns into one document. As the name implies, this Element deals with the management and use of invaluable natural and man-made resources to be either developed or conserved in a manner beneficial to the City. Land and properties identified on the Map and described in the inventory to the right are affected by the City's policies or programs involving the following matters of its physical environment:

1. The conservation of natural resources;
2. The preservation of significant historical and cultural resources;
3. The retention and improvement of open space for outdoor recreational uses and for public health and safety; and
4. The management of designated scenic corridors as a special form of open space.

To a great extent, these four concerns are inter-related. Provisions for both the conservation of natural resources and open space land are largely reciprocal in their intent; local parks provide open space as well as recreational facilities in developed areas of the City, while natural open space, if maintained in its existing state, may provide public safety and recreational opportunities on a large scale as it enhances and conserves environmental conditions. Further, there are certain features of the natural and urban setting in Fullerton which require special attention as development or redevelopment occurs. Areas offering extraordinary natural characteristics should be preserved and significant historical and cultural landmarks should be protected, as they represent a limited resource which, if foreseen, will be lost forever or may only be retrieved with great difficulty and at great expense.

IMPLEMENTATION PLAN

An outline of specific programs for the lands identified by the Resource Management Map is contained among the first three goals of this Element. Programs under Goal 1 pertain to open space lands for conservation purposes and for historic and cultural landmarks. Those under Goal 2 involve open space lands for public parks, greenbelts and vista sites as well as other outdoor recreational uses, which may be either publicly or privately held. Lastly, programs under Goal 3, address the management of scenic corridors.

Among the program statements in those three goals, a common theme of resource management may be constructed. As an initial step, an identification of each type of resource must be completed and documented; this has largely been achieved by various studies over the years, and the Map is meant to represent the composite inventory of these properties. In conjunction with this step, a set of development standards or guidelines should be established to assist the City in making decisions on proposals which involve these properties.

Another aspect of the implementation plan calls for the City to utilize appropriate regulatory measures to ensure that identified parcels are retained or developed for an open space function or as an historic and cultural site. As the need arises, public funds may have to be used to acquire an extensive system of public park and outdoor recreational facilities. Future expenditures will be geared to making these resources more accessible, more functional, and more responsive to community needs. A major emphasis may be in the realm of joint power agreements with other public agencies (i.e., local school districts, adjacent cities, the county and the Army Corps of Engineers) to take full advantage of recreational opportunities. Additionally, the City may find it beneficial to enter into contractual arrangements with the private sector to provide multi-use recreational services on publicly-owned lands.

A third area of implementation entails the more efficient use of existing resources in order to satisfy outdoor recreational space needs. The City will likely stress this approach in ensuing years because Fullerton is over 90% developed within an urban context; therefore, there already exists in place an extensive system of public park and outdoor recreational facilities. Future expenditures will be geared to making these resources more accessible, more functional, and more responsive to community needs. A major emphasis may be in the realm of joint power agreements with other public agencies (i.e., local school districts, adjacent cities, the county and the Army Corps of Engineers) to take full advantage of recreational opportunities. Additionally, the City may find it beneficial to enter into contractual arrangements with the private sector to provide multi-use recreational services on publicly-owned lands.

Lastly, the implementation plan requires an established method of citizen participation in the development of open space plans and improvements. This participation is most critical in the review and adoption of the City's five-year Capital Improvement Program (CIP). It is here that the City's priorities are established among the proposals affecting the acquisition, development or improvement of resource management lands.

BACKGROUND

Open space lands may be characterized as areas which are essentially devoid of buildings and structural improvements located within or adjacent to urban development. In Fullerton these lands include all types of outdoor recreational areas, watersheds, and flood retention areas. Also included are land areas of significant ecological or geological quality that have to be preserved to protect the public's safety or to enhance the aesthetic value within abutting parks, scenic corridors, or residential areas.

The provision of attractive visual and physical relief from the regimentation of urban development is the primary beneficial effect of public open space; however, to have a community value, public open space must serve a public need (i.e., for recreational purposes or for security of community health or safety) in addition to providing a pleasing visual relief from urban development.

The City is fortunate to have a variable topography that allows for effective exposure of natural open space, as well as planned recreational facilities and parks. These areas serve to break up urban development thus helping to give a descriptive form to the community's environment.

INVENTORY

The City's open space lands are represented on the Resource Management Map within three classifications: those publicly-owned properties which are designed to be conventionally developed as regional or local park facilities; those areas under private or public ownership which are designed for other outdoor recreational activities for the foreseeable future; and those sites left intentionally in a natural or unimproved state, as they relate to conservation measures which protect the health and safety of the community. These three classifications are described in the following text, where more detail to the type of facilities or land contained in each is presented.

PUBLIC OPEN SPACE FOR RECREATIONAL FACILITIES			
Type of Facility	Number	Acres of Usable Recreational Area	
Neighborhood Parks	28	145	
City-wide Specialized Parks	5	164	
Regional Parks	3	188	
Greenbelt Areas	5	86	
Vista Sites	10	33	

Neighborhood Parks

The basic resource for open space and outdoor recreational activities in Fullerton's residential areas is the neighborhood park. A neighborhood park will usually range in size from two to seven acres and be planned to serve the specific needs of a defined area and population within the City. Neighborhood parks have been located and designed to be most accessible by the residential streets within the local area that it is intended to serve.

There are twenty-eight identified sites for neighborhood parks scattered throughout Fullerton. Several are "school/parks", a concept of locating park land adjacent to elementary schools for the economical joint use and maintenance of outdoor recreational facilities between the City and the school district.

The development of these public neighborhood parks for outdoor recreational uses varies from site to site and is considered an open-ended program of design and improvement. Primary emphasis is directed toward meeting the recreational needs of intermediate, elementary, and pre-school children and/or for other segments of the population that have mobility constraints. Typical park facilities include play apparatus areas, court games, limited family picnic areas and an open lawn play space for informal field sports. Some parks may have additional facilities such as lighted playfields or courts for organized sports activities and multi-purpose recreational buildings for year-round indoor activities and community meeting rooms.

DESIGNATED NEIGHBORHOOD PARKS

Acacia Park	Grissom Park
Adena Park	Hemasa School-Park
Beechwood Park	Laguna Road School-Park
Raymond School-Byerrum Park	Lemon Park
Chaffee Park	Nicolas School-Park
Chapman Park	Orangethorpe School-Park
Coyote Hills Park	Pacific Drive Park
Coyote Hills Tree Park	Richman School-Park
Emery Park	Rolling Hills School-Park
San Drive School-Park	San Juan Park
Ford Park	Truslow Mini-Park
Gilbert Park	Valencia School-Park
Gilbert & Olive Mini-Park	White Park
Gilman Park	Woodcrest School-Park

INVENTORY OF RESOURCE MANAGEMENT PROPERTY OPEN SPACE LANDS

City-wide Specialized Parks

Certain types of specialized activities or facilities attract patronage city-wide due to their unusual features. Several of Fullerton's park lands have as part of their development outdoor recreational facilities that meet this criteria and therefore are classified and planned as following more than a neighborhood park. These parks are as follows:

Amerige Park: The City's oldest park, comprising nearly eight acres in central Fullerton, has historic significance. It includes a major caliber ballfield and serves as the setting for a large community center that specializes in activities for the City's senior population.

Hillcrest Park: The City's 44-acre facility has ample size and a variable topography to create a number of distinct natural and landscaped areas for outdoor activities. It too is a recognized historic landmark, with mature plantings and stonework being the result of the WPA in the 1930's.

Independence Park: Built in 1976 as the City's first specialized sports complex, this facility features an aquatic complex consisting of two swimming pools and locker rooms, a regulation sized gymnasium and enclosed racquetball courts, as well as outdoor areas for passive activities on ten acres of land.

Laguna Lake Park: This 28-acre site offers a picturesque setting within a residential area of northern Fullerton. Two exceptional recreational facilities — an eight-acre fishing lake and an equestrian center — function independently at different sections of the park.

West Coyote Hills Nature Park: This 72.5-acre site will ultimately provide a combination of regional and local facilities which will include the Nature Park as well as scenic vista points, picnic areas, and recreational trails. A nature study center and interpretive trail system is envisioned as the primary improvement to the site, with the objective to preserve the existing hybrid cactus growth and varied forms of native plant and animal life.

Regional Parks

The City of Fullerton enjoys substantial open space due to the development of three regional parks within, or adjacent to, its boundaries. Public regional parks may be defined as any extent of land which, by its unique natural character or unusual or extensive development, offers recreational opportunities attracting patronage beyond the local vicinity without regard to physical, political, or municipal boundaries.

Aside from their exceptional recreational facilities, the three regional parks in the Fullerton vicinity are valued for their extensive visual relief offered to surrounding urban development. Craig Regional Park, located behind Fullerton Dam in the northeastern part of the City and Los Coyotes Regional Park found in the northwestern part of the City along both sides of Rosecrans Avenue, are both operated by the County of Orange. Tri-Cities Park, a 40-acre facility situated along the Fullerton-Placentia city boundary, is being developed and operated by the cities of Fullerton, Placentia, and Brea under a joint powers agreement.

Greenbelt Areas

Existing public greenbelt areas are found throughout Fullerton, retained for aesthetic reasons and passive recreational uses, as opposed to planned recreational purposes. Perhaps the City's best natural open space greenbelt is Hiltzcher Park; it consists of a narrow strip of land of about 14 acres covered with mature stands of native oak, pepper and eucalyptus trees, and serves as a corridor for one of the City's recreational trails. Other main greenbelt areas developed or designated are as follows:

Junonia Cooke Greenbelt: Formerly the right-of-way for the Pacific Electric Railroad, this 27-acre strip of land provides a scenic recreational trail through residential neighborhoods in north central Fullerton.

Fullerton Creek Greenbelt: An eight-acre stretch of land which connects to Acacia Park in East Fullerton.

Bastanchury Road Greenbelt: Almost 30 acres of unimproved land along the west side of Bastanchury Road between Malvern Avenue and Euclid Street.

West Coyote Hills Greenbelt: Located in the West Coyote Hills, the 7-acre park area is noted for the abundant plantings within a natural setting.

Vista Sites

Vista sites have been defined in both the East and West Coyote Hills Master (Specific) Plans where a vista point enables an unobstructed view to large expanses of the Los Angeles/Orange County metropolitan area. In the East Coyote Hills there are three vista points which have unique value in the panoramic view they provide. A 360-degree view is afforded within two vista park sites that are to be preserved along the north side of Skyline Drive east of Acacia Avenue. The third vista site, located at the southwest corner of the intersection of Bastanchury Road and State College Boulevard, provides a more restricted view, but it promises to be an important landmark due to its superior assessibility for the public's enjoyment.

The singularly most valuable natural asset of the West Coyote Hills landmark is its distinctive ridge line and the resultant visual relief afforded the entire community of Fullerton. Part of this natural asset are the vista opportunities that the natural ridges provide from within the site. Six exceptional vista points in the West Coyote Hills have been identified and their respective sites have become an integral part of the plan for open space in this area.

OTHER OUTDOOR RECREATIONAL FACILITIES

Type of Facility	Number	Acres
Golf Courses	4	333
Private Parks and Playfields	3	39
Fullerton Arboretum	1	25

In addition to the lands that are planned for park development, the City benefits in having other outdoor recreational facilities that offer substantial amounts of open space. Within or adjacent to Fullerton are three existing golf courses — the Fullerton Municipal Golf Course behind the Brea Dam, the Los Coyotes Country Club along the City's western boundary, and the Imperial Golf Course along the City's northeastern boundary; the latter two are privately-owned and operated. A fourth course is planned in the East Coyote Hills in accordance with the Master (Specific) Plan for that area.

Several businesses have developed a part of their properties as outdoor recreational facilities to such an extent that the City may consider them a long-term commitment of land to an open space use. Altogether, about 39 acres of open space fall within this classification.

A 25-acre site is reserved on the California State Fullerton campus for the Fullerton Arboretum. Specimen plants and demonstration gardens have been designed around Heritage House, a restored 1894 Victorian house. The facility is a joint venture between the CSUF and the City to provide the public, the university community and other area schools with educational opportunities for the study of plant and wildlife habitats, use of native California plants, and water and energy conservation methods.

Additional outdoor recreational facilities may be situated on property of various educational institutions, and each of these could be viewed as another open space resource. However, such recreational areas have not been recognized in this inventory, since they are part of the improvements for the institution and not a separate open space entity to itself.

CONSERVATION LANDS

Type of Land	Acres
Within Public Recreational Areas	189
Within Greenbelt Concept Areas	275

A substantial amount of the acreage within the boundaries of public recreational lands actually functions as natural open space for conservation purposes and has little or no potential for intensive recreational activities. Over 131 acres behind the Brea Dam and over 50 acres of Craig Regional Park is unimproved land serving as natural open space. Similarly, natural open space is retained more for land conservation than for recreational uses within several public neighborhood parks.

Physical restrictions of steep terrain and unstable soils or water conservation measures for flood retention and desilting basins dictate that these spaces cannot be developed with structural improvements or major recreational facilities. However, conservation areas can usually accommodate passive uses (i.e., interpretive nature walks, recreational trails), and the land, acting as a buffer or scenic backdrop, tends to enhance the quality of activities occupying the usable portions of these public areas.

Likewise, within the Greenbelt Concept Area of the West and East Coyote Hills, there are sizable tracts of land where the steepest of the terrain, unstable geologic characteristics, or unique natural features have dictated their retention as natural open space for conservation purposes. These areas, altogether amounting to 275 acres, have been identified on the Master (Specific) Plans for the Coyote Hills. It is expected that these lands will remain in private ownership, with their preservation being part of the management of community property of the various residential developments situated in the area.

URBAN SCENIC CORRIDORS

BACKGROUND

With the Coyote Hills traversing the northern section of Fullerton, a number of scenic drives and roadside vantage points for urban vistas have become distinctive settings particular to the community. To safeguard these features, the City has identified several segments of arterial highways and smaller roadways that should be designed and improved with the understanding they are part of an urban scenic corridor.

A scenic corridor consists of the visible land area outside a highway right-of-way and is generally described as "the view from the road". As such, the lateral extent of a corridor will vary with the natural characteristics of the landscape as viewed by the motorists and, in Fullerton's case, the characteristics of the urban scape. In identifying certain stretches of roadway to be within a scenic corridor, the City does not intend to preclude the private development of land along these segments; rather, the City may implement a series of special controls for land improvements fronting these street rights-of-way in order to ensure and maintain their value as scenic drives.

HISTORIC & CULTURAL SITES

BACKGROUND

All cities have some buildings, sites, or neighborhoods of particular interest or importance. Some may be associated with historic events of local importance or a residence of a founding pioneer of the community. Some may be distinctive in architectural design, site or landscape treatment, or other artistic features. Some might be distinctive because of possessing unique characteristics or may be interesting simply as curiosities. These buildings and areas contribute to the variety of experiences of both the residents and visitors to a community's historic and cultural heritage, which if lost, cannot be replaced.

The preservation of noteworthy structures from all major stages of a city's growth provides a three-dimensional record of the tastes and values affecting daily lives in the past. This does not mean that just any building or site within a community that has survived through the ages should be saved merely because it is old. However, it does mean that a city, preferably as part of its comprehensive planning program, consider a thorough inventory of its resources and take the necessary steps to conserve those buildings, sites, and areas that are found to contribute significantly to its historical and cultural heritage.

INVENTORY

In the years 1978-1979 the City conducted a Historical Building Survey in conjunction with a grant received from the State Office of Historic Preservation. The purpose of the Survey was to develop a comprehensive inventory of what is on the ground in the oldest areas of town and anything of significance in the newer areas. This inventory, based on a lot-by-lot survey of the pre-1940 areas of town, not only pointed out individual significant structures, but also identified neighborhoods, streetscapes, and districts. The City has used this base of information to develop appropriate preservation and conservation actions, guide the location of new developments and redevelopment projects away from areas of significance, determine which properties should be nominated for Local Landmark designation, and generally raise the awareness level of the community to its heritage.

The Historical Building Survey identified over seventy individual structures worthy of community recognition; these properties are listed on the right. Since the 1979 publication of the Historical Building Survey, a number of privately and publicly-owned buildings have been designated as Local Landmarks. In addition to this status, several have been nominated and accepted as entries on the National Register of Historic Places.

Along with an inventory of properties considered to be significant to Fullerton's past or having special qualities, the City recognizes thirteen historic or conservation districts; these districts are listed below. Each district retains features of the original character of the area's development in both public and private improvements, which as a whole casts a distinct identity to the neighborhood.

HISTORIC AND CONSERVATION DISTRICTS

	Block Number	Street
1.	300 & 400	West Brookdale Place
2.	500 & 600	West Fern Drive
3.	500 & 600 (south sides only)	West Valley View Drive
4.	100	East Valencia Drive
5.	4, 1100	East Whiting Avenue
	100 & 200	North Balcom, Berkeley, Princeton, Yale, Lincoln, Cornell and Stanford Avenues
		North Golden Avenue
6.	600	West Brookdale Place
7.	100 & 200	Jacaranda Place; Malvern Avenue
	100, 200, 300, 400 & 500	Marwood Avenue
8.	300	West Whiting Avenue
	200 & 300	West Whiting Avenue
10.	500	East Whiting Avenue
11.	400 (north side only)	East Wilshire Avenue
	400 (south side only)	East Wilshire Avenue
12.	600 (south side only)	West Wilshire Avenue
13.	300 & 400	Cannon Lane; Virginia Road
	1300 & 1400	Skyline Drive
	1200 & 1300	North Lemon Street; Frances and Luane Avenues

INVENTORY

The Resource Management Map illustrates the location of eight scenic corridors, which may be described generally as being along both sides of the following street segments.

- 1) Rosecrans Avenue from Euclid Street to the western boundary;
- 2) Gilbert Street from Rosecrans Avenue to the northern City boundary;
- 3) Euclid Street between Malvern Avenue and Las Palmas Drive;
- 4) Harbor Boulevard between Brea Boulevard and Las Palmas Drive;
- 5) Brea Boulevard between Harbor Boulevard and Bastanchury Road;
- 6) Bastanchury Road between Harbor Boulevard and Associated Road;
- 7) State College Boulevard between Yorba Linda Boulevard and Rolling Hills Drive; and
- 8) Several local roads within the West Coyote Hills, as identified by the Master (Specific) Plan for that area.

PROPERTIES MERITING A LOCAL OR NATIONAL LANDMARK DESIGNATION

Address	Name
142 East Amerige Avenue	Methodist Parsonage
146 East Amerige Avenue	Church of Religious Science
201 East Amerige Avenue	Fullerton General Hospital
233 East Amerige Avenue	Union House
315 East Amerige Avenue	Cusick House
434 West Amerige Avenue	Klose House
516 West Amerige Avenue	Russell House
520 West Amerige Avenue	Ruddock House
126 North Balcom Avenue	Otto House
720 Barris Drive	Dauser House
1731 North Bradford Avenue	Pierotti House
142 East Chapman Avenue	Self-Realization Fellowship Church
201 East Chapman Avenue	Plummer Auditorium and Fullerton High School
321 East Chapman Avenue	Fullerton College
515 East Chapman Avenue	Hetebrink House
901 East Chapman Avenue	Kroeger House
2025 East Chapman Avenue	Hole House
Chapman Park	Site of Chapman House
213 Clair Avenue	Nourary House
109-123 East Commonwealth Avenue	Amerige Block
112 East Commonwealth Avenue	Odd Fellows Building, now Williams Building
130 East Commonwealth Avenue	Pacific Electric Depot
202 East Commonwealth Avenue	United States Post Office
329 East Commonwealth Avenue	Loumagne's Market
520 East Commonwealth Avenue	
524 East Commonwealth Avenue	
1510 East Commonwealth Avenue	
1530 East Commonwealth Avenue	
237 West Commonwealth Avenue	Fullerton Police Station
300 West Commonwealth Avenue	Amerige Realty Office
419 West Commonwealth Avenue	
1731 West Commonwealth Avenue	Hunt Wesson Office
CSUF Campus	Clark House, now called Heritage House
CSUF Campus	Hetebrink House
CSUF Campus	Mohr House
845 North Euclid Street	Hunter House
315 North Ford Avenue	Ford Elementary School
111-133 North Harbor Boulevard	Dean Block
122 North Harbor Boulevard	Farmers & Merchants Bank
201 North Harbor Boulevard	Masonic Temple
219 North Harbor Boulevard	
305 North Harbor Boulevard	California Hotel, now Villa Del Sol
500 North Harbor Boulevard	
505 North Harbor Boulevard	Masonic Temple
510 North Harbor Boulevard	Fox Fullerton Theatre
604 North Harbor Boulevard	Bentley House
616 North Harbor Boulevard	Amerige House
Hillcrest Park	
419 East Las Palmas Drive	Bastanchury House
1201 West Malvern Avenue	Muckenthafer Cultural Center
150 Marion Boulevard	Davies House
327 West Orangethorpe Avenue	Winter House
771 West Orangethorpe Avenue	Porter House
1155 West Orangethorpe Avenue	
1400 West Orangethorpe Avenue	Spencer House
1330 North Placentia Avenue	
301 North Pomona Avenue	Old Fullerton Public Library, now Museum of North Orange County
314 North Pomona Avenue	Pomona Bungalow Court
321 North Pomona Avenue	Young Women's Christian Association
1313 North Raymond Avenue	Gamble House
701 North Richman Avenue	
110 East Santa Fe Avenue	Union Pacific Depot
110 East Santa Fe Avenue	Santa Fe Depot
225 West Santa Fe Avenue	
201 West Truslow Avenue	Elephant Packing House
324 West Truslow Avenue	
123 East Valencia Drive	Fullert House
126 West Whiting Avenue	Westwood Apartments
130 West Whiting Avenue	
110 East Wilshire Avenue	Chapman Building
232 East Wilshire Avenue	Dewella Apartments
315 East Wilshire Avenue	Wilshire Junior High School
2000 East Wilshire Avenue	West Oranges House
201 West Wilshire Avenue	Malden Arms Hotel
834 North Woods Avenue	Starbuck House

- Property has been designated a Local Landmark.
- Property has been listed on the National Register of Historic Places

GOAL 1

RECOGNIZED NATURAL AND DEVELOPED RESOURCES SUCH AS WATER, LAND, FLORA AND FAUNA, AND HISTORICAL AND CULTURAL LANDMARKS, TO BE CONSERVED, ENHANCED AND OTHERWISE PROTECTED.

POLICIES

- A. The City will manage the development of those parcels of land which have unique beauty, value or setting and where the natural terrain should not be significantly altered.

(See the Land Use Element for related policies.)

- B. The City will encourage the preservation of recognized historical and cultural landmarks.

(See the Land Use Element for related policies.)

PURPOSE

1. Preserve the public's use of scenic areas and vista points which lie within the City.
2. Retain the natural geographic features of the City.

1. Increase the community's awareness of its heritage.
2. Designate local landmarks and landmark districts, as appropriate.
3. List outstanding properties on the National Register of Historic Places.
4. Properly restore and maintain public historical/cultural landmarks.

PROGRAMS

- a. Identification of land parcels having features worthy of preservation.
- b. Preservation, reservation or acquisition of land which is unique as natural open space.
- c. Enforcement and revision of Hillside Grading Ordinance as needed.
- d. Joint review and agreement with neighboring cities to approaches which preserve natural open space areas of mutual concern.
- e. Management of natural water recharge areas.

(See the Land Use Element for related programs.)

- a. Identification of significant historical and cultural landmarks.
- b. Utilization of the Landmarks Ordinance for individual buildings and districts.
- c. Encouragement of private efforts to inform the public about the City's historical and cultural landmarks.
- d. Seek restoration/rehabilitation funds from appropriate sources for publicly-owned landmarks.
- e. Identification and recognition of significant trees in both private and public areas.

(See the Land Use Element for related programs.)

GOAL 2

A COMBINATION OF PUBLIC AND PRIVATE OPEN SPACE AND PARK LAND CONVENIENTLY LOCATED AND DESIGNED TO BE RESPONSIVE TO RESIDENTS' NEEDS.

POLICIES

- A. The City will promote the creation of public and private open spaces throughout the community.
- B. The City will provide a comprehensive and unified system of parks and recreational facilities accessible to all residents.

PURPOSE

- 1. Preserve an appropriate amount of land as usable open space.
- 2. Ensure a compatible pattern of use between public and private open space.
- 1. Adopt minimum standards for park land and recreational facilities.
- 2. Distribute equitably park land and/or recreational facilities throughout the City.
- 3. Provide recreational facilities that reflect the needs of the population.
- 4. Ensure a balanced representation of residents in public participation efforts.

PROGRAMS

- a. Implementation of the Greenbelt concept of usable public and private open spaces in Coyote Hills Specific Plans.
- b. Payment of in-lieu fees or dedication of land for public parks in conjunction with approval of new residential developments.
- c. Continued requirement for developers to provide private and/or community visual and usable open spaces within residential development.
- a. Development and application of minimum standards for park land and recreational facilities.
- b. Full and efficient use of existing park and public facility resources.
- c. Utilization of non-City owned facilities and open space lands through joint power agreements or multiple use arrangements.
- d. Payment of in-lieu fees or dedication of lands for public parks in conjunction with approval of new residential developments.
- e. Acquisition or reservation of public park land and development of recreational facilities.
- f. Public participation in the development of proposed plans and improvements for City parks and recreational facilities.

GOAL 3

DESIGNATED SCENIC ROADS DESIGNED TO RETAIN DESIRABLE VISTAS OR CLOSE RANGE ENVIRONMENTS.

POLICIES

- A. The City will manage and regulate the roadside areas of designated scenic roads.

(See the Circulation/Transportation Element for related policies.)

PURPOSE

1. Preserve scenic vistas viewed from the roadside.
2. Preserve the natural environment along roadside locations.

PROGRAMS

- a. Identification and study of scenic corridors along the City's streets and highways.
- b. Establishment of regulations of land use and development standards within the scenic corridors.
- c. Acquisition or reservation of scenic easements.
- d. Landscaping where desirable.

(See the Circulation/Transportation Element for related programs.)

GOAL 4

A WELL INFORMED AND HIGHLY MOTIVATED CITY GOVERNMENT AND PUBLIC THAT RECOGNIZE THE IMPORTANCE OF, AND PRACTICE, ENERGY AND RESOURCE CONSERVATION.

POLICIES

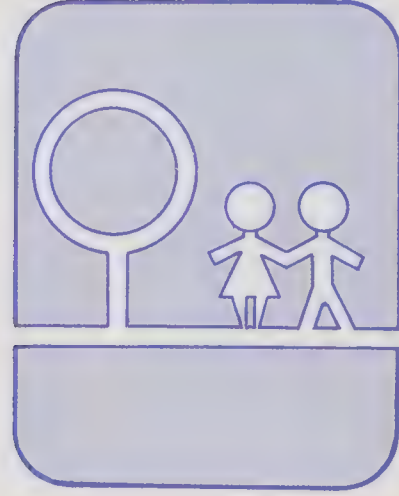
- A. The City will be involved to the extent necessary in the conservation of energy and resources.
- B. The City will practice conservation of energy and resources in its own operations.

PURPOSE

- 1. Increase the community's awareness of ways to use energy and water efficiently.
- 2. Reduce energy and resource consumption.
- 3. Cooperate with private enterprise to avoid a duplication of efforts.
- 1. Reduce energy and resource consumption.

PROGRAMS

- a. Encouragement and recognition of voluntary actions to improve the conservation of water and energy.
- b. Encouragement of resource recovery operations.
- a. Regular energy and water audits of City facilities and operations.
- b. Initiation of short-term actions to improve energy and water efficiency.
- c. Initiation of long-term actions to improve energy and water efficiency.
- d. Continued use of resource recovery operations.



COMMUNITY SERVICES

GOAL 1

A PUBLIC WELL INFORMED OF AVAILABLE COMMUNITY SERVICES* AND INVOLVED IN THE DESIGN AND DELIVERY OF THOSE SERVICES.

POLICIES

A. The City will provide information concerning available community activities, programs and services.

B. The City will encourage citizen involvement in the development and delivery of community services.

PURPOSE

1. Increase the public's knowledge of available activities, programs, and services.
2. Publish periodically information about community services.
3. Establish community service information and referral services at both City Hall and the Library.

1. Increase the public's input into the design and evaluation of community services and facilities.
2. Increase the amount and quality of volunteer efforts for the benefit of those served and serving.
3. Increase the private financial support of community service programs.

PROGRAMS

- a. Training of appropriate City staff in information and referral.
 - b. Collection of information from other agencies offering community services.
 - c. Development of a complete information and referral file.
 - d. Publication and/or distribution of information through flyers, posters, newspaper articles, and brochures.
 - e. Dissemination of information about community services through other agencies.
-
- a. Development of procedures for incorporating public input into service design and evaluation.
 - b. Use of advisory commissions, committees, and task forces to channel input from citizens and community agencies.
 - c. Staff support for citizen commissions, committees and task forces.
 - d. Public meetings.
 - e. Studies, surveys, needs assessments, and evaluation of services.
 - f. Financial, technical and moral support of volunteer work.
 - g. Development of criteria for evaluating volunteer work.

*Community Services entail policies and programs of recreation, cultural and fine arts, human services and the library.

GOAL 2

COMMUNITY SERVICE PROGRAMS THAT ARE CONVENIENTLY LOCATED, RESPONSIVE TO RESIDENTS' NEEDS, INTEGRATED WITH PROGRAMS AND FACILITIES OF OTHER AGENCIES, AND THAT INCLUDE RECREATIONAL PROGRAMS, CULTURAL AND FINE ARTS EXPERIENCES, AND HUMAN SERVICE PROGRAMS.

POLICIES

- A. The City will periodically determine unmet community needs and will allocate community resources accordingly.
- B. The City will strive to provide quality services and to maximize use of all existing resources.

PURPOSE

1. Assess periodically community service needs.
2. Develop and review annually a standard resource allocation procedure.
3. Adopt an integrated five-year program plan.
1. Increase the cost effectiveness of programs.
2. Maintain and/or improve the quality of programs that are offered.
3. Increase the number of people served based on residents' needs.
4. Avoid a duplication of services.
5. Maximize the use of available facilities.
6. Develop a total approach to City services that fosters communication and coordination.

PROGRAMS

- a. Collection and analysis of census data, police statistics, survey results and other demographic data.
- b. Documentation of services currently provided and clients currently served.
- c. Public meetings.
- d. Development of an integrated five-year plan.
- a. Annual community and staff review to evaluate the success in meeting needs as well as the quality and cost effectiveness of services.
- b. Personnel training.
- c. Interdepartmental meetings.

POLICIES

C. The City will cooperate with surrounding cities and other agencies to provide community services.

D. The City will provide or support community services and facilities that are accessible to all.

PURPOSE

1. Avoid a duplication of services.
2. Maximize the use of facilities and programs on a regional basis.
3. Obtain and fully utilize appropriate Federal, State, and regional services and funds.

1. Establish services and facilities that are accessible to residents of every area of the City.
2. Increase access to community services and facilities for those who have special needs.

PROGRAMS

- a. Joint meetings with the staff of nearby cities and agencies to plan the delivery of community services.
 - b. Regular exchange and utilization of information with other agencies.
 - c. Joint-use agreements with schools, colleges, sports leagues, other cities and agencies.
 - d. Preparation and submission of appropriate funding proposals, jointly or singly.
-
- a. Support of services provided at neighborhood community centers.
 - b. Study of the feasibility of establishing new neighborhood community centers or outreach services in areas not presently served.
 - c. Construction of a multi-purpose community center, with the Senior Center as the first phase.
 - d. Support and maintenance of appropriate facilities when used for community services.
 - e. Support for and coordination of mobile services (recreation, nutrition, etc.).
 - f. Support for and coordination of transportation services.
 - g. Specific services for low income, minority and handicapped persons.
 - h. Review of agencies providing contract services to insure that they are nondiscriminatory.

POLICIES

- E. The City will provide recreational opportunities.
- F. The City will help create an environment where all residents can enjoy a variety of cultural and fine arts experiences.
- G. The City will facilitate efforts of various agencies to provide basic life support, counseling and related services for those in Fullerton in need of assistance.

PURPOSE

1. Allocate time, facility use, funds, and staff that reflect the needs of the population.
 2. Provide a variety of opportunities for the use of leisure time.
 3. Increase neighborhood pride and safety.
-
1. Continue opportunities for an appreciation of the visual and performing arts.
 2. Increase opportunities for active participation in the visual and performing arts.
-
1. Increase the public's sensitivity and responsiveness to human needs.
 2. Improve the physical and mental well-being of persons in need.
 3. Improve the ability of those needing help to cope with daily living situations.

PROGRAMS

- a. Support of specific services, traditional and alternative, to meet the needs of all age groups.
 - b. Staff provision of services, contract services, and/or joint ventures.
 - c. Involvement of neighborhood and/or special interest committees.
-
- a. Support of exhibitions, lectures, concerts, theater, etc.
 - b. Support for and the provision of art, music, dance classes, etc.
-
- a. Coordination of efforts to sensitize citizens to the needs of others.
 - b. Coordination of services which provide the basic necessities of life.
 - c. Coordination of services which aid persons in dealing with their problems of daily living.

GOAL 3

LIBRARY SERVICES OF HIGHEST QUALITY WHICH EMPHASIZE A STRONG CENTRAL LIBRARY AND CONVENIENTLY LOCATED EXTENSION SERVICES AND FACILITIES.

POLICIES

A. The City will strive to provide highest quality library services to people of all ages.

B. The City will continue to provide a strong central library with extension services for those who do not have reasonable access to the main library.

PURPOSE

1. Maximize the utilization of professional expertise in the development and use of library resources.
2. Provide book and material collections that are responsive to community needs and growth.
3. Deliver expeditiously materials to the public.
4. Provide optimum daily access to library services.
5. Provide quality library services in a cost-effective manner.

1. Provide library services that are accessible to all.

PROGRAMS

- a. Provision of traditional and innovative library services.
- b. Continuation of professional selection for the development of book and nonbook collections.
- c. Utilization of technological advances for cost-effective support service.
- d. Continued education and training for library personnel.

- a. Continued emphasis on the main library for primary material collections and services, program development, and administrative functions.
- b. Continuation of extension services for those with special needs and those without reasonable access to the main library.
- c. Continued and developing use of volunteers.
- d. Development of a needs assessment for existing and possible future library services.
- e. Development of a comprehensive plan to implement the results of the needs assessment.

POLICIES

C. The City will cooperate with surrounding cities, jurisdictions, industries, and other agencies to improve library services.

D. The City will maintain library services as a fundamental part of the educational climate of the City.

PURPOSE

1. Utilize library resources of other agencies, jurisdictions and industries.
2. Develop mutually beneficial joint library extension services and facilities.
3. Utilize appropriate Federal, State, County, and regional services and funds.

1. Direct response to the public's informational, lifetime learning and reading needs.
2. Provide curriculum enrichment for students.

PROGRAMS

- a. Participation in inter-library loan and reference functions in cooperation with other libraries and networks.
 - b. Direct access and borrowing privileges for Fullerton residents at other public libraries within the Orange County area.
 - c. Joint meetings with the staffs of other agencies to exchange information and improve the delivery of library services.
 - d. Joint use agreements with schools, colleges, industries, other cities and agencies for library extension services and facilities.
 - e. Preparation and submission of appropriate funding proposals, jointly or singly.
- a. Facilitation of self-education and continuing education for individuals.
 - b. Circulation of supplementary materials to teachers.

APPENDICES

APPENDIX I: GENERAL PLAN LAND USE DESIGNATIONS

The General Plan Land Use Map graphically represents the distribution and location in Fullerton of various kinds of land uses; the map reflects how the City wishes or envisions its land to be utilized at some future point in time. Fullerton has established ten land use designations to direct ultimate development within its jurisdiction. The following paragraphs on each land use designation describe the types of activities inherently compatible within its designation as well as the factors influencing the placement of the designation in the City.

INDUSTRIAL DESIGNATION

The industrial designation accommodates manufacturing activities, wholesale operations, storage and warehousing facilities, research and testing laboratories, and various activities normally not permitted in other designations.

Over the years Fullerton has been fortunate in attracting desirable industrial development. While creating a healthy employment base, such development is part of a workable pattern of land uses. Industry has continued to locate in Fullerton as a result of a number of positive factors including the availability of a diverse labor pool, a strong transportation network, educational and cultural facilities, quality public services, and a mixture of residential neighborhoods.

In specifying an industrial designation of the Land Use Element, a consideration must be given to many conditions including:

1. Physical land characteristics, such as topography and soil type;
2. Availability of adequate transit networks, public facilities and services;
3. The location and nature of existing industrial development;
4. Present and projected surrounding land uses;
5. Economic indicators such as the absorption rate of industrially zoned land.

COMMERCIAL DESIGNATION

The commercial designation applies to areas planned for general shopping, entertainment activities, and personal services (various retail businesses, theatres, hotels, banks, etc.), as well as highway oriented commerce (restaurants, gas stations, automobile repair and service).

The commercial designation is placed on land areas based on the need to satisfy local and regional market demands, its accessibility by the use of available transportation systems, and the parcel's relationship to adjacent land uses. Commercial areas for trade and services requiring daily trips are generally small, numerous and located close to the demand of the neighborhood. Regional centers serve a much larger population by providing commercial activities not needed on a regular basis. Their location is primarily determined by major transportation routes which allow easy access by both consumers and suppliers.

OFFICE SPACE DESIGNATION

The office space designation is applied to areas which can reasonably accommodate office facilities for "quiet" services such as legal, insurance, real estate, architectural, engineering and medical-dental offices. This type of land use activity is not dependent upon motor vehicle or pedestrian traffic for their success; however, they require a location that is convenient and accessible to clients.

Office space areas often serve as a good transition or buffer activity between residential properties and intense land uses such as commercial developments, large institutions, or major arterial highways. Sufficient office space is a major determinant of a community's economic growth prospects. In addition to providing employment opportunities and locations close to city residents, the expansion of this activity frequently serves to strengthen existing retail trade and boosts property values.

RESIDENTIAL DESIGNATIONS

The residential designations allocated to land in the City reflect principles of orderly growth, and its amount and diversity are in direct relation to the other land use designations; that is, residential development should accommodate sufficient populations to complement and support industrial, commercial, and office space land uses.

The Land Use Map defines five residential designations, each with permitted development types and densities. There is an important aspect with respect to residential areas not apparent in other land use designations. Due to the nature of a general plan, residential designations on the accompanying Land Use Map cover general areas. Within these areas, the indicated residential designations may be considered to be dictating the use over the long term; however, in the cases of the higher density designations, lower density residential uses may also be permitted for the shorter term. Similarly, a small convenience commercial center may be an integral component of a neighborhood with a residential designation. Since such an activity is small in relation to the total residential area, the use is considered to be consistent with the overall residential designation. This approach to residential areas may be especially pertinent when it is recognized as part of a neighborhood rehabilitation program with demonstrated community support. Given this common feature, each of the five residential designations are further defined below.

1. **LOW DENSITY:** Neighborhoods of single family lots and Planned Residential Developments to a maximum of six units per acre. The Land Use Map shows approximately 4,600 acres devoted to this residential category.
2. **LOW/MEDIUM DENSITY:** Neighborhoods which may comprise multi-attached dwellings and Planned Residential Developments to a maximum density of 14 units per acre. The Land Use Map allocates approximately 300 acres to this residential category. The intent is to provide for duplexes, townhouses, and condominium developments with a variety of densities and living arrangements.

The Low and Low/Medium Density residential designations also allow private schools and day nurseries, churches, and neighborhood convenience commercial centers.

3. **MEDIUM DENSITY:** Neighborhoods which may comprise multi-unit, attached residential developments to a maximum density of 25 units per acre. These residential areas may presently consist of low density residential dwellings, but are suitable locations for duplexes; garden apartments; limited density multi-family, attached developments; neighborhood churches; and neighborhood convenience centers.

This residential designation is commonly placed on land which is adjacent to commercial areas, schools, parks, and office facilities and also has convenient access to arterial streets or freeways. One of the areas with medium density designation is a transitional area along both sides of Harbor Boulevard adjacent to the Central Business District. This area has been shown as medium density to accommodate the older population desiring to reside within central Fullerton. This population is expected to continue to require moderately priced apartments in close proximity to the services and facilities available in the downtown area. Although generally shown as medium density, this transitional area may include some high density residential development as the need for such dwellings is demonstrated.

4. **HIGH DENSITY:** A designation for specific sites which possess suitable locations and infrastructure to accommodate multi-attached residential developments over 25 units per acre. However, the high density designation allows either medium or high density developments. The Land Use Map shows two areas with this designation: one near California State University Fullerton campus for student housing and the other in the central portion of the City for senior citizen housing.
5. **GREENBELT CONCEPT:** A special designation applied to hillside oil producing lands situated in the East and West Coyote Hills. The Land Use Map designates approximately 1,600 acres within the Greenbelt Concept. The intent of this designation is to preserve, to the greatest extent feasible, the natural topography while creating a living environment which best serves the needs of its residents.

The Master-Specific Plans which will dictate the kinds and placement of land use in the Greenbelt designation require residential areas to have private greenbelt common areas and some private recreational facilities. In addition to residential

developments and the requisite parks, schools, and the other public and semi-public uses, the Greenbelt area also permits neighborhood commercial facilities. These establishments are limited, however, to only those facilities which directly relate and serve residential development as it occurs in the Greenbelt areas.

The Greenbelt Concept encourages the clustering of single family homes, townhouses, and apartments, leaving land available for passive and active open space, but may allow some areas of more standard development. At the same time, greenbelts should be created to connect residential development with other activities in the area (i.e. schools, parks, and commercial centers).

Rather than setting maximum densities for particular parcels of land, an overall average residential density of three units per gross acre is established within the Greenbelt Concept area. Thus, through the use of density averaging, a portion of one parcel might be developed at a higher density while the remainder could either be permanently left vacant or developed at a lower density. This averaging method is meant to encourage a variety of densities and types of units, to provide interesting development and community open space, and to help preserve the natural environment. Because the Greenbelt Concept represents such an important and complex designation, Appendix II further describes its various land use components.

PUBLIC LAND DESIGNATIONS

A Public Land designation applies to all properties other than public rights-of-way which are planned for a use or activity that is intended to benefit the general public. Land within this designation is improved to satisfy the community need for adequate educational facilities, open space and recreational facilities and municipal service facilities. Such property accounts for approximately 365 acres

within Fullerton, divided into two designations of public lands as follows:

1. **SCHOOLS AND COMMUNITY FACILITIES:** These are properties which the City wishes to devote to sites for public education (elementary schools, junior and senior high schools, and colleges) under the jurisdiction of the various school districts as well as properties providing facilities necessary or desired for the public's health, safety and welfare (police and fire stations, reservoirs, libraries, community centers, and the City Hall/Basque Yard buildings), owned either by the City or County government.

The locational considerations of these properties vary depending on their function. A single unit facility like the Police Station and City Hall needs to be centrally situated for the community's residents and be easily accessible for the public to conduct municipal business. On the other hand, multiple unit facilities, each designed to serve only a section of the total community, should be dispersed throughout the City in an efficient and equitable pattern.

2. **RECREATION AND PARKS LAND:** These are properties which the City wishes to devote to recreational facilities or visual and usable open space areas (parks, vista points, golf courses, flood control basins), owned either by a public agency or a private party.

Ideally, open space lands should be evenly distributed within the community; due to physical features however, this composition is rarely realized. Some natural land formations and terrain are highly valued, desired or required as public open space properties; such properties will be more apparent in one part of a community than another. The development of a system of neighborhood parks, on the other hand, should allocate more equally usable open space throughout the many residential areas of the City.

APPENDIX II: GREENBELT CONCEPT

INTRODUCTION

For those two remaining major areas of undeveloped land in Fullerton, namely the East and West Coyote Hills, a special concept is warranted which will guide future development so as to result in the use of the land which will respect and repair the terrain, preserve areas of significant value, and produce a style of development somewhat unique from that found in surrounding areas.

Additionally, piecemeal planning should be avoided in these areas, where land may be released incrementally during a 30+ year period. The Greenbelt Concept can provide the direction and design parameters to assure consistent and compatible use of the land, with specific proposals being judged as the land no longer needed for oil production is released for development.

The Coyote Hills are generally areas of varying terrain, ranging from gently rolling to steep-faced cliffs. A significant portion of the area has been severely altered during many years of oil production, but this land contains the highest points in Fullerton and affords impressive vistas of all surrounding areas from the mountains to the ocean. Thus, it is in the best interests of the City to require the preservation of these natural assets while providing for logical future uses for the land. The goals of the City are to preserve a series of vista areas, including the highest points in the west (607 feet) and east (534 feet), along with significant amounts of other open spaces for uses such as picnicking, nature study, riding, hiking, and biking trails, natural areas, and development of a type and nature that will contribute to the City's tax base and provide for a variety of housing types and styles.

RESIDENTIAL DESIGN CONCEPT

Residential development is to be designed in such a way as to limit the amount of grading required, to employ contour grading where grading is necessary, to be unobtrusive as viewed from the open spaces and surrounding areas, and to contain those amenities which contribute to a feeling of open space. Such amenities could include large lots, small lots with large common areas, low densities, open recreational areas, internal greenbelts and trails, and other similar aesthetic treatments.

A variety of housing types and styles would be accomplished by use of the following categories of residential development:

1. Single Family Greenbelt

This category includes developments which are basically single family detached homes on individual lots of varying sizes. Also varying is the amount of internal open space in the form of greenbelts, trails, or common facilities. Some or all of the trails and greenbelts within this type of development could be publicly owned, but all common facilities, such as play areas or swimming pools, would be privately owned. Those developments with the larger lot sizes usually will contain the least common, greenbelt, and trail areas and may be considered as satisfying the basic requirements of this Element. Smaller lot sizes allow for larger common open areas, greenbelts or trails and thus also meet the General Plan requirements. Requirement for common areas can be waived under certain circumstances where compensating amenities are provided. Such cases will be determined on an individual basis.

2. Detached Cluster

Included in this category are single family developments arranged in clusters of detached units. These can take the form of patio homes or single family homes or a variety of other innovative cluster designs. The limiting factor is that all Category 2 developments must have reasonable amounts of privately owned and maintained open space and recreational areas. Usually, this development type is found in slope areas because the clustering concept minimizes total grading efforts.

3. Attached Clusters

The greatest variety of housing types can be found in this category, because it includes all clusters of attached units. These units can be garden apartments, condominiums or townhouses, and density varies greatly depending on the specific unit type.

The average overall gross density shall not exceed three units per acre for the total property, but standard individual projects may

contain greater densities as long as the overall three units per acre remains the guiding limit. This will further assure a basic openness while permitting a variety of housing types.

Provision for low and/or moderate income housing is encouraged, and increased densities would be permitted for such developments.

PUBLIC DESIGN CONCEPT

It is hoped that sufficient open space can be retained in the Coyote Hills so that these areas can become a significant factor in the regional setting. These hills contain enough land of varying topography to provide the varieties of recreational and open space uses and activities sought after by Fullerton residents as well as those residents of surrounding communities. This document can set out the desirable locations and uses, but there must be a concerted effort on the part of the City to actually implement these ideas. Sources of funds and/or other means of acquisition must be found, so that the City can move ahead with the concept.

Circulation

To the greatest extent possible, arterial and collector roads shown on Greenbelt Concept Plans shall be designed as scenic corridors, to include the minimum amount of paving surface to handle the traffic, while providing abundant landscaping in the form of medians and scenic backdrops, and also including recreational trails.

Equestrian, hiking, and bike trails shall be incorporated throughout to connect to open spaces and existing trail networks and to provide circulation within and between development areas.

Nature Center

A use of this type does not exist in Fullerton and could serve a useful and educational function for the general public as well as for secondary and college level classes. A location for a nature center is indicated on the West Coyote Hills Master-Specific Plan Map.

Vista Parks

A series of vista points designed as parks or picnic areas could incorporate all of the major high points in the East and West Coyote Hills and create an impressive system, connected by trails and scenic corridors.

Miscellaneous Uses

Uses such as picnic areas, scenic turnouts, camping areas, or wilderness preserves could be located in any number of places in the hills. Details of locations would depend on City desires as property is obtained. An open reservoir is a possibility for open space irrigation and water recreation.

Private Uses

It is conceivable that some open space uses will be privately operated in order for the City to be able to accomplish its desires for preserving the assets of the hills. Any such uses would have to have strict controls on improvement and maintenance. Such uses as golf courses, equestrian centers, nurseries, theme restaurants, campgrounds, or tennis and handball clubs are possible candidates for inclusion in open space and recreational planning.

SPECIFIC PLANS AND SITE PLAN REVIEW

Master-Specific Plans have been adopted for both the East and West Coyote Hills that will graphically display the specific conditions for each area's development and serve to implement this portion of the Land Use Element. The development of land in the Greenbelt Concept designation will follow the stated or implied objectives and graphic maps and sketches of these Master-Specific Plans.

All proposed development of the hillsides shall be approved by concept plan or site plan review. Site Plan review will determine conformity of all plans with the General Plan concept and specific codes written for concept implementation.

Specifics of site plan review should include conceptual grading plans; street layout and scenic corridors; greenbelt connections (projected possible system); and conceptual location and relationship of structures.

APPENDIX III: "CORE" OPEN SPACE LANDS

There is a basic series of open space lands that warrant preservation because of their intrinsic qualities. These lands should comprise the core of any conservation or open space planning scheme.

The following types of "core" open space lands should be addressed with the City's conservation and open space programs.

- * Existing parks, planned parks (allocated park lands), and other recreational areas.
- * Existing private recreational areas (golf courses, etc.).
- * Publicly and individually owned lands with scenic assets (vista sites) and/or recreational potential; flood plains and water courses; lakes and reservoirs and surrounding watersheds.
- * Stream valleys, valley walls, and narrow ravines.
- * Steep slopes, typically those over twenty-five percent.
- * Unique geologic features, plant communities and wildlife habitats.
- * Cultural and historic sites, including paleontological and archaeological sites.
- * Existing and potential hiking, equestrian and bicycle trails.
- * Earthquake faults and other geologic hazard areas.

CRITERIA

The following criteria appear to be those most pertinent to setting priorities among conservation and open space projects.

- 1) Public Health and Safety. In most domestic governmental decisions, Public Health and Safety factors should be given first consideration in resolving open space and conservation issues.

- 2) Natural Resources Conservation. The natural resource of greatest importance to Fullerton is the inventory of remaining undeveloped lands. Once developed, they are lost forever.
- 3) Scenic and Historic Preservation. Within the Fullerton boundaries lie scenic and historic areas of great value. Since these areas are unique, they must be preserved for all to experience, because once they are developed or redeveloped, they too are lost.
- 4) Recreation. Recreational needs must follow scenic and historic in priority. Scenic and historic preservation is related to recreation in the potential use of resources by the public.
- 5) Preserving Community Identity and Limiting the Scale of Urban Growth. Communities can be individually identified by the difference between their neighboring communities and themselves by physically announcing it with a change in visual perception. Most often this is done by a segment of open space which is preserved to maintain community identity.
- 6) Minimizing the Real Costs of Development. Often, the long range costs of urban development are not absorbed by the developer or his clients, but by the public at large. By preserving in open space those lands that would cause future problems, the added cost to the developer's client and the general public at large will be minimized.
- 7) Enhance the Tax Base. Open space, particularly scenic and recreational, is a factor that draws new development into an area. If this development is one that has a higher revenue than cost factor it will enhance the tax base of the City.

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